The Police CHIEF

IN THIS ISSUE

Tap The Military For Manpower

Minnesota's Merit System

Training the Small Force

"Slow Down" Is Up to You

New Plan For Traffic Awards

Crystal-Balling 1966 Traffic

Positions Open

MAY, 1956

INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE, INC.

an important new "PLUS FACTOR" of the Motorola Twin-V Radiophone

MOBILE

TRANSISTORIZED DYNAMIC MICROPHONE

Unprecedented voice clarity for mobile radio transmission

- true moving coil dynamic characteristics
- transistor preamplifier built-in
- printed circuit
- all-metal housing
- retains popular size and shape
- superior voice reproduction
- unexcelled reliability.

Twin-V RADIOPHONE

The new transistorized dynamic microphone, or the dual purpose dynamic "Speaker-Mike," is *optionally* available with Motorola's "TWIN-V" Radiophone—the world's finest FM 2-way mobile radio unit . . . incorporating many *exclusive* features, including universal 6/12 volt operation, Sensicon receiver, Permakay Filter, and Instantaneous Deviation Control.

Motorola's new transistorized dynamic microphone provides *mobile* transmission quality comparable to that of the base station. Unexcelled voice clarity, crispness, and intelligibility are yours in this newest Motorola *first*.

Also available as *"SPEAKER-MIKE"*

The new microphone can be furnished as a dual-purpose "Speaker-Mike" which functions as a full output communications-type *loudspeaker*, as well as a dynamic microphone. It can be conveniently mounted, or held near the operator's ear to overcome high ambient noise levels.

You can have either of these outstanding microphones as replacement items, or as *optional* equipment with new Motorola "TWIN-V" Radiophones. The transistorized, dynamic microphone, with its *popular palm size*, is directly interchangeable with Motorola carbon models now in use. The "Speaker-Mike" version requires a simple modification kit for replacement use in existing equipment.

Immediately available. Write, phone or wire today, or contact your local Motorola Radio Communications Engineer.

MOTOROLA COMMUNICATIONS & ELECTRONICS, INC.

A SUBSIDIARY OF MOTOROLA, INC., 4501 AUGUSTA BOULEVARD, CHICAGO 51, ILLINOIS

The Police Chief

Official Publication
International Association of Chiefs of Police, Inc.
Mills Building, Washington 6, D. C.

Editor.....Leroy E. Wike
Associate Editor.....Alice C. Pitcher
Office Manager.....Betty K. Paulhus

63rd Annual Conference
Conrad Hilton Hotel
Chicago — Sept. 9-13

IACP OFFICERS

President
W. E. HEADLEY, JR.
Chief of Police
Miami, Fla.

Honorary President
J. M. BROUGHTON
Ret. Chief of Police
Portsmouth, Va.

First Vice President
GEORGE A. OTLEWIS
Chief, Chicago Park
District Police, Ill.

Second Vice President
JOHN D. HOLSTROM
Chief of Police
Berkeley, Calif.

Third Vice President
ALFRED T. SMALLEY
Chief of Police
Highland Park, N. J.

Fourth Vice President
C. W. WOODSON, JR.
Supt., State Police
Richmond, Va.

Fifth Vice President
ROBERT V. MURRAY
Chief, Metropolitan Police
Washington, D. C.

Sixth Vice President
FRANK A. SWEENEY
Chief of Police
Jenkintown, Pa.

Secretary
JOHN F. MURRAY
Ret. Chief of Police
Perth Amboy, N. J.

Treasurer
WM. J. ROACH
Chief of Police
Waterbury, Conn.

Sergeant-at-Arms
THOS. R. JONES
Supt. of Police
Minneapolis, Minn.

Executive Secretary
LEROY E. WIKE
IACP Headquarters
Washington 6, D. C.

★

IACP TRAINING DIVISION
Mills Building
Washington 6, D. C.

Director
COL. RUSSELL A. SNOOK
Administrative Assistant
MATTHEW C. KIRKPATRICK
Visitor's Escort
AMBROSE A. DURKIN
Secretary
IONE CONWAY

★

IACP TRAFFIC DIVISION
1704 Judson Ave.
Evanston, Illinois

Acting Director
RAY ASHWORTH
Director, Field Service
HUDSON R. HAMM
Director of Publications
L. J. McENNIS, JR.
Business Manager
WILLIAM B. SMITH

Vol. XXIII, No. 5 **May, 1956**

THE POLICE CHIEF is published monthly by the International Association of Chiefs of Police, Mills Building, Washington 6, D. C. Printed in U.S.A. Entered as second-class matter November 30, 1946, at the Post Office in Washington, D. C., under the act of March 3, 1879. Subscription price $3.50 a year, domestic and foreign.

THIS MONTH

Anniversaries — IACP Is 63 Years Old.....4
Half Century for Pennsylvania State Police.....4
IACP Traffic Division Observes 20th Year.....5
The Military — A Source of Police Manpower (Frederick).....6
Conference Talk — Chicago Plans It Big!.....8
Promotion by Merit in Minnesota Patrol (Martz).....10
FBI Evaluates Bank Robbery Conference Series.....13
Providing Adequate Training for Small Forces (Sommers).....14
Use of Radar Sets on Increase.....21
Slow Down and Live Campaign — It's Up to You! (Huggins).....22
Police-Community Relations Institute in Michigan.....24
Regional Safety Conferences Schedule of Dates.....25
New Traffic Safety Award Plan Adopted.....26
Crystal-Balling the Traffic Problem.....26
Timely Suggestions by Major Lou Smyth.....29
Letters to the Editor.....30
The Conference Calendar.....32
Positions Open: Anchorage, Lovington and Roseburg.....32
The Training Calendar.....33
The Accident Toll.....33
Index to Advertisers.....34

On The Cover is Chief Bernard C. Brannon, Kansas City Mo., Police Department, whose experiment with one-man patrol cars, described at the 1955 IACP Conference in Philadelphia, has evoked great interest all over the country. Chief Brannon is scheduled to speak at the Police-Community Relations Institute at Michigan State University this month.

IACP STATE AND PROVINCIAL SECTION

General Chairman.....COL. JOHN C. KELLY, Connecticut State Police, Hartford, Conn.
Vice Chairman (East).....COL. FRANK A. JESSUP, Indiana State Police, Indianapolis, Ind.
Vice Chairman (West).....COL. G. O. HATHAWAY, Arizona Highway Patrol, Phoenix, Ariz.
Secretary.....SUPT. A. P. BRANDT, Alaska Territorial Police, Juneau, Alaska
Advisor.....DONALD S. LEONARD, 171-66 Huntington Road, Detroit, Mich.

REGIONAL CHAIRMEN

North Atlantic Region.....COL. FRANCIS S. McGARVEY, New York State Police, Albany, N. Y.
Southern Region.....COL. T. P. BIRDSONG, State Dept. of Public Safety, Jackson, Miss.
East North Central Region....COMMISSIONER EDWIN V. McNEILL, Ontario Provincial Police, Toronto, Ont.
North Central Region.....CHIEF PAUL R. MARTZ, Minnesota Highway Patrol, St. Paul, Minn.
West South Central Region.....COL. THOS. H. GLASSCOCK, Kansas Highway Patrol, Topeka, Kans.
Mountain-Pacific Region.....COL. JOS. P. ROACH, New Mexico State Police, Santa Fe, N. M.

Anniversaries

IACP IS 63 YEARS OLD

The International Association of Chiefs of Police observes its 63rd anniversary this month.

It was in Chicago, May 18, 1893, that a group of 51 chiefs of police met and for three days worked out details for a national organization and plans for better cooperation and improvement of police procedures throughout the country. It was Chief William S. Seavey, of Omaha, Nebraska, who invited the chiefs to come to Chicago and he has the distinction of being the first IACP President.

The idea of a national organization of police chiefs was conceived 22 years earlier by Chief James McDonough, of St. Louis, Mo., who invited police chiefs to a conference in that city. Records do not indicate the number attending, but the problems discussed have a familiar ring—uniform crime records, juvenile delinquency, alcoholism, prostitution, and the effects of the Civil War upon the increase in crime.

At the Chicago meeting the chiefs selected "National Chiefs of Police Union" for a name; two years later, meeting in Washington, D. C., the members voted to change the name to "National Association of Chiefs of Police,' and in 1898, taking cognizance of similarity of problems of both U. S. and Canadian police, the name was changed to "Chiefs of Police of the United States and Canada." Taking the final plunge toward internationalism, the organization voted in Louisville, Ky., in 1902 to become the "International Association of Chiefs of Police."

At the Chicago meeting the founding members succeeded in adopting a constitution and by-laws that made due provision for establishing in 1895 a central bureau for the exchange of Bertillon measurements and other information on wanted criminals. This was operated by the IACP through assesments upon member cities until 1923 when its proposal for a federally operated fingerprint bureau was adopted by Congress and the records turned over to the Federal Bureau of Investigation.

Chiefs of that era displayed the same keen interest and curiosity about how other departments operate as they do today. They took a two-hour adjournment on the second day of the conference to inspect Chicago's Harrison Street police station and examine "the working of the Bertillon system."

Is Your City a Founding Member?

The list of chiefs attending were recorded as W. S. Seavey, Omaha, Neb.; A. B. Connolly, Atlanta, Ga.; Geo. E. Hanley, Coldwater, Mich.; Henry Hooper, Newark, N. J.; Thos. Cannon, New Albany, Ind.; J. N. Tillard, Altoona, Pa.; M. J. Henley, Manchester, N. H.; Wm. McChesney, Orange, N. J.; Henry Blaurock, East Orange, N. J.; Roger O'Mara, Pittsburgh, Pa.; E. J. Potts, Bloomington, Ill.; John L. Rice, Springfield, Mass.; J. W. Metcalf, Ogden, Utah; D. C. Wilcox, Paducah, Ky.; D. J. Murphy, Burlington, Iowa; A. B. Halliday, Monmouth, Ill.; Letcher Lusby, Lexington, Ky.; I. N. Coakley, Galesburg, Ill.

B. P. Eldridge, Boston, Mass.; C. C. Starkweather, Detroit, Mich.; H. O. Carr, Grand Rapids, Mich.; J. M. Scanlan, Council Bluffs, Iowa; W. C. Davis, Memphis, Tenn.; Benjamin Raitz, Toledo, Ohio; Geo. E. Smith, Racine, Wis.; G. R. Belknap, Sheriff, Ogden, Utah; P. Kain, Saginaw, Mich.; E. A. Westrope, Alpena, Mich.; L. Harrigan, St. Louis; J. H. Clack, Nashville, Tenn.; Thos. M. Speers, Kansas City, Mo.; T. J. Ferrell, Dayton, Ohio; Albert Garvin, St. Paul, Minn.; John Higgins, Eau Claire, Wis.; August Scheck, Sheboygan, Wis.; John E. Murphy, Columbus, Ohio; Frank Kessler, Davenport, Iowa.

J. T. Janssen, Milwaukee, Wis.; H. F. Demmer, Aurora, Ill.; H. H. Hawman, Sioux City, Iowa; Lewis Williams, Belleville, Ill.; E. A. Worrell, Clinton, Iowa; Frank McMahon, Little Rock, Ark.; Will H. Owen, Paris, Ill.; R. W. McClaughry, Chicago, Ill.; W. A. Loomis, Leadville, Ohio; Henry Muth, Allegheny, Pa.; W. G. Moore, Washington, D. C.; John W. Strahan, Newark, N. J.; C. Hartman, Omaha, Neb.; and I. F. Lamoreaux, Grand Rapids, Mich.

ANNIVERSARY FOR PENNSYLVANIA

The Pennsylvania State Police is now in its fifty-first year of service to the people of Pennsylvania and visitors to the Keystone State.

At the Fiftieth Anniversary Dinner on December 15, 1955, Governor George M. Leader lauded the achievements of the Force and announced that he had signed into law, that day, a bill which increased the maximum strength of the State Police. The law provides for the present maximum strength of 1,900, plus those assigned to duty on the Pennsylvania Turnpike. In effect the new law immediately authorizes an increase of about 145 men which is the number presently assigned to the Turnpike Troop.

After the Governor's address a group of student recruits modeled the various uniforms worn from 1905 to the present.

A display of the equipment used during the fifty-year period was set up in a room adjoining the banquet hall.

The oldest original member attending the observance was former Private James Sutton, Jr., 84, who flew from Miami, Florida, to attend.

Two former Commissioners present, Colonel Lynn G. Adams and Colonel C. M. Wilhelm were original members. Colonel Adams served until 1943 and was succeeded by Colonel Wilhelm who served until March 31, 1955, when he was succeeded by Colonel E. J. Henry.

Other original members present were: Major William A. Clark of Wyoming, Penna., who served on the Force from 1905 to 1945; Sergeant James G. Ernst of Kingston, 1905 to 1923; Sergeant Thomas L. Casey, Washington, D. C., 1905 to 1909.

Private James L. Sullivan, West Lawn, 1905 to 1909; Private James Sutton, Jr., Miami, Florida, 1905 to 1910; Private Frederick E. Borman, Elizabethtown, R. D. 1, 1905 to 1908; Private Eugene V. Calvert, Williamsport, 1905 to 1907; Private George Wagner, Conyngham, Penna., 1905 to 1909; Private Francis S. Strawser, Washington, D. C., 1905 to 1907.

Sergeant Herbert Price Hunt, Shiremanstown, 1905 to 1907; Captain Anton Lohmiller, Philadelphia, 1905 to 1907. Captain Lohmiller holds his rank through the Army. He was a Sergeant in the State Police.

STYLE CHANGES IN UNIFORMS was an interesting feature of the 50th Anniversary dinner of the Pennsylvania State Police. Shown are, l. to r., Campaign hat, 1905-1920; cap, 1905-1910; two helmets, general wear and still available for issue for special use, 1905-1937; cap, 1910-1921; Pennsylvania Highway Patrol cap, 1923-38; white caps for Training School use only, 1933-37; campaign hats, 1920 to present; cap, 1921-1938; fur cap, first issued in 1955 for cold weather use. Proposed new summer uniform for the troopers is shown third from right. Other uniforms are of the era in which the respective hats were worn.

Traffic Institute Of N. U. And IACP Traffic Division Are 20 Years Old

The Traffic Institute of Northwestern University and the Traffic Division of the International Association of Chiefs of Police are 20 years old!

Established as the "Traffic Safety Institute" and IACP "Safety Division" in April, 1936, the twin traffic organizations have grown from a combined staff of three persons to 50 full-time employees and nearly an equal number of part-time instructors. From a modest police training program and consulting service to police departments, the Institute and IACP Traffic Division have expanded their program to include training for virtually all types of traffic personnel, traffic field assistance to city, county, and state governments, and extensive work in traffic publications, research, and development.

Since 1936, the Traffic Institute of Northwestern University and the IACP Traffic Division have:

1. Trained (or assisted in the training of) nearly 15,000 key personnel with street and highway traffic responsibilities in courses, conferences, and seminars on the Evanston and Chicago campuses of Northwestern University and elsewhere in the U. S.

2. Provided field service assistance to more than 125 city, county, and state governments in such areas as police traffic supervision, traffic court and violations bureau operations, traffic engineering administration, and traffic legislation.

3. Published nearly a dozen major books and manuals and scores of unit publications and other training aids.

4. Provided leadership and staff assistance to national programs and national committees seeking to improve traffic safety methods and procedures.

5. Pioneered in traffic research and development work.

Though the founding date of the Institute was April 15, 1936, the 20th anniversary celebration will be deferred until June 12, when a dinner will be given in Evanston in honor of the 1955-56 graduates of the Traffic Police Administration Training Program. Also in places of honor will be members of the Class of 1936-37—the first "long course" group.

Principal address at the 20th anniversary dinner will be delivered by Paul G. Hoffman, chairman of the board of the Studebaker-Packard Corporation, and long-time friend of the Traffic Institute.

Mr. Hoffman will be presented by Dr. J. Roscoe Miller, president of Northwestern University.

Chief Walter E. Headley, Jr., Miami, Fla., president of the International Association of Chiefs of Police, will speak on the Institute's influence on the police profession. Chief Headley is the first graduate of the Institute's TPA course to become president of the IACP.

Franklin M. Kreml, who established the Institute and IACP Traffic Division in 1936, will review progress of the two organizations. Mr. Kreml has been director of the Institute and IACP Traffic Division from the beginning. He took a leave of absence to serve overseas in the Army during World War II, and he is currently on leave to direct the Transportation Center at Northwestern University.

Ray Ashworth, one of the original staff members who returned to the Institute and IACP Traffic Division in early 1955, will preside at the anniversary dinner. Mr. Ashworth is acting director during Mr. Kreml's leave of absence.

Other features will be the class valedictory address and presentation of Traffic Institute keys to members of the graduating class. Guests will include graduates of the Institute's Traffic Police Administration Training Program, chiefs of police of cities and states in which the Institute and IACP Traffic Division have done field work, representatives of organizations which have provided financial assistance to the two organizations, and members of police and safety groups. Institute graduates who have become heads of their departments will receive special recognition.

Many members of the IACP are expected to attend.

"IACP WEEK" IN EVANSTON

The week of June 11 could very appropiately be called "International Association of Chiefs of Police Week" in Evanston, Ill.

The IACP Board of Officers will meet June 12.

The IACP Traffic Committee will meet June 13-15.

Judging for the IACP Police Traffic Supervision Awards for 1955 will be conducted.

A seminar for chiefs of the officers attending the 1955-56 Traffic Police Administration Training Program at the Traffic Institute of Northwestern University will be held.

All of these activities will be related to the 20th anniversary celebration of the IACP Traffic Division and the Traffic Institute.

Is This Source of Police Recruits Available to You?

The Military - A Potential Source Of Police Manpower

By Sgt. Richard R. Frederick
Division of Police
Arlington County
Arlington, Virginia

In today's highly organized society the competition for manpower is ever increasing. Pick up today's newspaper and look at the job opportunities available. Unemployment today is at a low throughout the United States. Police departments with a complement equal to their authorized strength are in the minority. For an organization to operate most efficiently, all positions must be filled.

Private industry and government are wanting in personnel because of two contributing factors: (1) they have overlooked potential sources, and (2) they have failed to "sell" the position to applicants. The problem of recruitment is the responsibility for management.

The police administrator is continually faced with the problem of recruitment. Various factors enter into the picture that aggravate the problem. Police departments are slowly and continually raising their entrance qualifications and standards. This results in a smaller manpower pool to draw from. Police departments are increasing their numerical strength. This results from additional duties being thrust upon the police as well as increased amount of crime and traffic. Additional men are needed as more and more departments are swinging to a shorter work week. Last, but not least, is the difficulty in selling the position of patrolman to qualified applicants because of the irregular hours, inherent dangers of the position, low salaries, and with some departments a six-day work week.

What new source is available to the police administrator? How and to whom can he sell the position? Departments that are fortunate enough to have military establishments within their jurisdiction, or within a reasonable proximity to them, should look to these places for manpower.

There are two approaches to the military source. One is posting of notices of available positions and conducting discussions at the separation centers of the advantages of entering police work. The other is to invite the Provost Marshal to send his military police to attend the police recruit school. The Division of Police of Arlington County has the latter program in effect and has had it for the past four years.

Within Arlington County there are several military installations consisting of the Pentagon, Ft. Myer, Arlington Hall, Henderson Hall, and the Navy Annex. There is a heavy concentration of service personnel in the Metropolitan area of Washington, D. C.

There are two objectives to the Arlington program: (1) source of recruits after the student's enlistment expires, and (2) establishing a closer working relationship with the military units in handling service personnel problems.

With these objectives the operation of the school is not altered or modified as a result of the inclusion of service personnel. The length of the school is six days a week for twelve weeks. The subject matter and methods of presentation are based on the needs of the department. The military students are informed at the beginning that what is brought out in class pertains to Virginia and Arlington County and is not always applicable to their military Code of Justice or the District of Columbia or Maryland.

Personnel problems have been kept to a minimum. Compatability exists between the military groups and the police recruits. All students are reduced to equal status and no rank exists during the school.

The success of the military students has been gratifying. Ever since their participation one of them has been high man of the class and the others relatively close. This is indicative to a degree of their general attitude toward the school. The men at the military bases have a great desire to attend and there is friendly competition for the assignment. Temporary additional duty orders are issued to the men who are selected by their Provost Marshal. Provost Marshals say that their performance is improved after their attendance.

Our second objective of establishing closer working relationship with service personnel has paid off beyond our expectations. There is now a mutual understanding of problems and an informal relationship of personnel. Prior to the program there existed strained relations and an uncooperative attitude. Such a condition is non-existent today.

The first objective of the program was indirectly met shortly after the inception of the program. We did not get the military students but did get some of their "barracks buddies." This can be attributed to the student's effective word of mouth selling job in the barracks after their return to their unit. At present we are getting applications from the students themselves. Our first objective has benefited other police departments. The military student returned to his home town or state after service has entered the police field.

It requires little imagination to picture what effect this would have on other police departments if this program were put into effect by all departments.

"On the way!"

A FAMILIAR PHRASE THAT TAKES ON A SPECIAL MEANING IN A LIVELY NEW CHEVROLET!

Special because Chevy turns active ideas into instant action. With horsepower ranging up to 205, with well-distributed weight and real road-car suspension, Chevrolet's the hottest, easiest handling car any police officer could ask for. That's why Chevies are going great in stock car competition again this year. That's why, too, they're naturals for squad car duty. Ask your dealer about it. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

They don't get away when you've got a Chevrolet

CHEVROLET

Conference Talk - Chicago Plans It Big!

MAKING PLANS FOR YOU at the 63rd Annual Conference of IACP in Chicago, Sept. 9-13, are, seated, l. to r., Rita Brennan, secretary to Chief George Otlewis; Lieut. Marilyn Olson, Chicago Police, chairman of the Ladies' Committee; Chief George Otlewis, general chairman; Commissioner Timothy O'Connor, Conference Host; Deputy Chief Kyran Phelan, Chicago Police, general co-chairman.

Standing, Chief John Olson, State Attorney's Office; Chief Erwin Whiteside, Wilmette, Ill., chairman of the Reception Committee; IACP Past President Michael F. Morrissey, chairman of the Banquet Committee; Act'g Superintendent Morris, Illinois State Police, chairman of the Floor Committee; Chief of Detectives Patrick Deeley, Chicago Police, chairman of the Security Committee; Captain Jerome McCarthy, Chicago Police, chairman of Transportation Committee; Captain Wm. Balswick, Chicago Police, chairman of Communications Committee; Chief Daniel Conway, Illinois Secretary of State Office, chairman of Decoration Committee; Ass't Chief Special Agent Bloden, Illinois Central Railway, representing Chief Special Agent Delbert Wood, chairman of the Speakers' Committee; Chief Tom Lyons, Chicago Police, chairman of Souvenirs Committee; and Captain Pierce Fleming, Chicago Park District Police, Conference secretary-treasurer.

Knock, knock—Who's there?—Con!—Con who? The 63rd Annual Conference of the International Association of Chiefs of Police.—Well, practically every Chief will be there.

Facilitation is the key word in Chicago around Mayor Richard J. Daley's office now and for the past month, for the infectious spirit and enthusiasm of the conference's co-hosts, Chief George A. Otlewis and Commissioner Timothy J. O'Connor has caught on, and the Mayor's command is—"Go." Vitally interested civic leaders and citizens have been welded together into a committee, under the Mayor's direction, whose challenging charge is to formulate plans for super entertainment and booming welcome for IACP delegate and guests. These men and women are dedicating themselves to the pleasant task of making this IACP Conference one worthy of the name—Chicago. They are vieing with one another to introduce new ideas and services which will receive favorable reception from you, their guests. While these plans are still in the formative stage, the Citizens' Committee has requested no issuance of news until details are jelled and their efforts have significance. Assurance has been given, we will all be let in on some of their secrets in the June issue of *The Police Chief.*

But, say, Chief, is your reservation among the many that have already been received? If not, and take it from an old IACP Conventioneer, you don't want to delay too long, for the best accommodations are only waiting for those who want to take advantage of them. September 9th is no further away than about one hundred fifty flips on your calendar pad. Lest this have an alarmist sound, be assured the Conference Committee will ever strive, even to the last minute, to procure satisfactory and ample rooms.

Most of all, let us hear from you. Address your communications to Chief George A. Otlewis, 1956 Conference Committee Headquarters, 425 East 14th Boulevard, Chicago 5, Illinois. Genial George is kinda' champing at the bit, as it were, to make your visit and stay a memorable one. And echoing him is 'Honorable Dick Daley', who says, "If it is within my power this Conference will reflect, as no other has, the glowing motto of Chicago—"I will."

New Director For City Managers

Orin F. Nolting, assistant director of the International City Managers' Association for the past 27 years, will become executive director of the Association on July 1. He succeeds Clarence E. Ridley who has been executive director since 1929 and who will retire on June 30.

The ICMA was founded in 1914 when less than a score of cities had adopted the council-manager plan. Nearly 1,400 cities and counties in the United States and Canada now operate under the council-manager plan.

FINGER PRINT TAKING UNIT
and
FILING CABINET No. 838

STEEL CONSTRUCTION
INCLUDES INK SLAB, ROLLER,
INK, CARD HOLDER & INK CLEANER

NAME FILE
(Cross Reference)
Accommodates over
3,000 Cards,
3x5 or 4x6

MODUS OPERANDI
Accommodates over
3,000 Cards,
3x5 or 4x6

FINGER PRINTS
Accommodates over
1,000 Cards 8x8
Adaptable to larger cards

MASTER ARREST RECORDS
Also adjustable to 8x8 cards

INDEX GUIDE SETS ARE AVAILABLE FOR THE VARIOUS FILES

DIMENSIONS:
27" WIDE X 16" DEEP X 41" HIGH

FINGER PRINT INK

METAL INK SLAB
(Attached)

FINGER PRINT ROLLER

CARD HOLDER
(Attached)

FILE DRAWER LOCK
Locks all drawers

STORAGE SPACE

CLOSET DOOR LOCK
Independent of the Drawer Lock

ADJUSTABLE SHELF

PRICE $99.00
F.O.B. N.Y.C.

SMALL DEPARTMENTS

SMALL DEPARTMENTS can start a Records and Identification Bureau with just this one compact basic unit and later expand with additional files as needed.

CIVIL DEFENSE ORGANIZATIONS

CIVIL DEFENSE ORGANIZATIONS will find the Faurot #838 Unit a very practical and inexpensive piece of equipment. It will hold all the records of an average size Civil Defense Group in addition to the basic equipment to take finger prints.

LARGE DEPARTMENTS

For LARGE DEPARTMENTS it is offered as a compact addition for taking finger prints and for filing a reasonable quantity of various records. It also provides excellent space for Latent Finger Print materials as well as for extra cards and the usual bureau supplies.

UNUSUAL FEATURES

The filing drawers can be adapted to various filing arrangements in addition to those indicated above, such as for Latent Print Records, Permits, Stolen Property and Civil Records, Photos, Aliases, Number Jackets, Correspondence, etc. The Ink Slab and Card Holder are at proper height for taking finger prints.

FAUROT, Inc.

JOHN A. DONDERO, President and Scientific Director

299 BROADWAY, NEW YORK 7, N. Y.

World's Largest Manufacturer and Designer of Crime Detection and Identification Equipment.

Promotion By Merit- Our State Patrol System

By Paul R. Martz
Chief, Minnesota Highway Patrol
St. Paul, Minnesota

The Minnesota Highway Patrol has found that an efficient and impartial merit promotion system not only promotes department efficiency and permits the selection of those best suited for positions in leadership and responsibility but also that personnel will, with enthusiasm and the attendant increase in morale, wholeheartedly support a merit promotion system which is based entirely on the individual's ability to prove in spirited competition that he is the one best suited for promotion.

The 1955 Minnesota legislature authorized an increase in total strength of the Highway Patrol to 255 uniformed personnel. Included was an increase in our supervisory staff and the resulting promotion of ten sergeants, four captains and one major.

All Patrol personnel with three or more years of patrol experience were eligible to make application and take the examination for any of the existing vacancies and as a result, we received 98 patrol applications for the position of sergeant, 70 for captain and 36 for major.

The examination itself was given under the direction of the personnel director of the Highway Department and consisted of four phases with a percentage of the total score allotted to each phase as follows:

1. Written test—150 questions ---------- 20%
2. Oral Interview Board ---------- 30%
3. Promotional rating ---------- 30%
4. Education, experience and seniority ------ 20%

The written test, a counterbalance for the education, experience and seniority portion was prepared and conducted by the Minnesota Civil Service Department. It consisted of 150 multiple choice questions based upon general knowledge of Patrol policies and procedures, law enforcement, first aid, and supervisory techniques. Candidates for sergeant answered 90 questions, those for captain answered 120 and those for major answered all 150 questions.

The oral interview portion was inserted as a counterbalance for the promotional rating. The Interview Board was made up of three prominent persons entirely disassociated from the Highway Patrol. One was from the state judiciary, one from private industry and one was the head of an outside police agency. These members evaluated and scored the candidates on appearance, knowledge of work, personality and ability to express themselves. Despite the fact that the members of the board had not previously met each other, came from different professional fields, and received only limited descriptions of the duties and responsibilities involved in the three levels of supervision for which the examinations were conducted, their independent ratings of the candidates were almost identical and their merged ratings correlated very highly with the rankings made by the supervisory personnel in their promotional ratings.

The promotional rating was by the Highway Patrol supervisors in rating all applicants for promotion on their qualities of leadership, initiative, tact, knowledge, integrity, dependability, cooperation, attitude, and interest in their work. This phase of our examination was considered carefully because in previous examinations, even though our supervisors made every effort to fairly and impartially evaluate each applicant, there were always a few unsuccessful applicants who believed that favoritism and personalities entered into the final selection. Making every effort to eliminate criticism, this phase of the rating was conducted as follows:

1. All supervisors, the chief, assistant chief, majors, captains and sergeants, 18 in all, sat on the rating board when considering applicants for promotion to sergeant.

2. A supervisor could not sit on a rating board considering a position for which he was eligible. Therefore, the sergeants did not participate when rating captain applicants, and sergeants and captains did not participate when the board considered applicants for major.

3. Before actual ratings for sergeant began, the names of all 98 applicants, ages, and years of service were listed in large print on the board and several hours were used in discussing the leadership qualities of each applicant, which included a report from the applicant's immediate sergeant and supervisor.

4. Then, by majority vote, the total list was divided into a top group and bottom group of 49 names each. The top group was then divided again in the same manner, resulting in a top list of 20-some names. Ballots were distributed and each supervisor, from the top 20-some names, listed his choice of the first 10 men. Ballots were collected and tabulated with the No. 1 man on each ballot receiving ten points, the No. 2 man nine points, and so on, with the tenth man on each ballot receiving one point. The applicant receiving the greatest number of votes was then placed No. 1 on the promotional rating list, the applicant receiving the second highest number of votes being placed second, and so on.

METCALF UNIFORM FABRICS are CERTIFIED by UNITED STATES TESTING CO. for

COLOR FASTNESS · UNIFORMITY OF SHADE · ABRASION RESISTANCE · THREAD COUNT

- 386 QUALITY SERGES FROM 12 TO 20 OUNCES
- ALL WOOL & DACRON BLENDS FOR SHIRTS & TROUSERS
- ELASTIQUES FOR BREECHES
- OVERCOATINGS IN 19 AND 28 OUNCE WEIGHTS
- ALL WOOL PLAID LININGS

METCALF BROS. & CO., INC.

1450 BROADWAY, NEW YORK 18, NEW YORK

UNIFORM CLOTH
METCALF BROS. & CO. INC.

This seal in the back of the fabric is your guarantee of uniformity and quality.

This seal of certified quality is your protection . . . takes the 'guesswork' out of uniform fabrics.

CERTIFIED MERCHANDISE
UNITED STATES TESTING CO.
SEAL OF QUALITY

(*Continued from Page 10*)

We found that in tabulating the total point values, several candidates would be grouped with scores very close to each other, followed by a considerable gap in total scores, followed by another group with closely related scores. The first group would then be placed on the final list in order of their standings, and the rest of the names were then returned to the board and balloted on again in the same manner until all 98 applicants were rated. The same process was then repeated in rating those applicants for captain and major.

5. We found the advantage to this method of rating was the elimination of any possibility of personality differences or individual prejudices which might otherwise unconsciously influence a rater's opinion. However, each supervisor's opinion of an applicant was a factor in the placing of every individual.

The final result did not reflect the thinking of any one individual but was the result of the composite thinking of our entire supervisory force.

To begin with, some of our supervisors were skeptical as to the success of this method of rating, but all were in agreement as to its successful operation after it had once been tried.

The fourth phase of the examination was the education, training and seniority portion which counted for 20 per cent of the applicant's total score. Numerical values were awarded for completion of each year of high school and higher level education and each year of experience at the Patrol Officer, Sergeant and Captain levels. Higher levels of experience were given greater numerical values and the lack of additional education beyond high school could be compensated for by additional years of service. Seniority values were scaled down to give the edge to candidates with the most seniority if two or more candidates were to receive equal scores on the total of the other parts of the examination.

Up to this point each phase of the examination was independent of the other. The written test answer sheets, identified by number only, were kept in the Civil Service Department. The oral interview and promotional rating scores were then certified, sealed and delivered to the personnel director who then correlated the scores with the percentages allowable for each phase and certified the final list as to eligibility for promotion.

All applicants were then informed by the personnel director as to the rating received on each portion of the examination, his total score and his rank on the eligible list. Because of the small number of supervisory positions available and the large number of well-qualified applicants taking and successfully completing the examination, only a small percentage of those successful applicants could be promoted.

The Minnesota Highway Patrol's merit promotion examination system was the result of a considerable amount of work and cooperation on the part of a number of people, and we wish to express publicly our appreciation, particularly to our Governor, the Commissioner of Highways, the Director of Highway Safety, and the Personnel Director.

FBI Evaluates 1955 Conferences On Bank Robbery Violations

FBI Director J. Edgar Hoover has announced that the series of law enforcement conferences on bank robbery violations sponsored by the FBI last year has produced positive results which promise to help stem the rising tide of offenses against banking-type institutions.

According to Mr. Hoover, the conferences were greeted with enthusiasm and interest throughout the United States. "The conferences generally agreed that it is easier to prevent crimes against banks than to solve them; however, serious attention was given to the steps which should be taken after a bank has been victimized, as well as to security measures which reduce the possibility of successful looting of banking institutions."

In citing the benefits already derived, the FBI Director noted that on his return from one of the conferences, a banker in an eastern city arranged for the employees of his bank to review the information he had obtained at the conference. The following day, the bank was robbed; however, intelligent action on the employees' part resulted in the capture of the criminal before he could leave the bank.

Less dramatic positive results of these conferences are found in better understanding and closer cooperation between law enforcement and the outside organizations which participated. For example, among the matters discussed were alarms and other devices which may be used by banks to signal police departments, microfilming or recording the serial numbers of "bait" currency as an aid to investigators, and carefully avoiding routine patterns of bank courier services, armored car deliveries, and visits to banks by police officers.

The FBI Director stated that the series of 178 conferences began on February 3, 1955, and was concluded last December 15. They were attended by 16,909 persons representing 8,652 organizations, including law enforcement agencies, banks, insurance companies, armored car service and similarly interested firms.

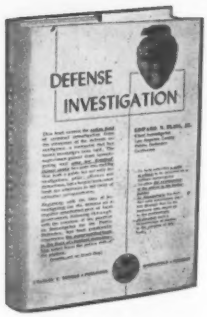
A series of regional law enforcement conferences on the auto theft problem is being sponsored by the FBI this year.

Advocates Permanent License Plates

The adoption of permanent license plates and the centralized distribution of licenses from Albany are part of a plan in New York for improved Motor Vehicle Bureau operation submitted to Governor Harriman by State Motor Vehicle Commissioner Joseph P. Kelly.

Legislation would be required for certain phases of the program, such as provision for staggered expiration dates, mechanization of record keeping and discontinuance of the present system of distribution through county clerks.—(*N. Y.*) *Police Bureau News.*

New York has joined California, Maine, Massachusetts, New Jersey, Tennessee and Utah in adopting uniform procedures for inter-state apprehension and return of youthful offenders, runaways, delinquents and wayward minors. States considering such legislation are Delaware, New Hampshire, Pennsylvania, Washington, Wisconsin and the Territory of Hawaii.



Defense Investigation

By

EDWARD N. BLISS, JR.

Chief Investigator
Los Angeles County Public Defender
California

This book covers the **entire field of criminal investigation** from the viewpoint of the defense investigator, *a viewpoint that has never heretofore been told.* The experience gained from investigating well over **ten thousand felony cases** has gone into making this book a guide not only for investigators, police officers and detectives, but a helpful reference book for attorneys in the field of criminal jurisprudence.

. . . To help establish **a code of ethics** to be followed as a defense investigator

. . . To show **the relationship of the police to the investigator**

. . . *To demonstrate the fact that men sometimes lie, and through that lie an innocent man might go to the penitentiary*

. . . **To prevent such a miscarriage of justice** is the purpose of this book

"The book should prove interesting both to those interested in investigation work as well as the casual reader." — **from the Preface by Ellery E. Cuff, Public Defender of Los Angeles County, California**

336 pages **Sent on approval, $6.50, postpaid**

Other Books of Current Interest in this Field

Marshall Houts — **FROM EVIDENCE TO PROOF** (to be published in 1956)
William Dienstein — **TECHNICS FOR THE CRIME INVESTIGATOR** (2nd Ptg. '56), 248 pp., Cloth, $6.50

CHARLES C THOMAS · PUBLISHER · SPRINGFIELD · ILLINOIS

Practical Approach To Training In Peoria

Providing Adequate Training In The Smaller Department

By William A. Sommers
Personnel Officer
Department of Police
Peoria, Illinois

Today's police officer must work in an expanding arena of public protection and he should be prepared to deal with the variety and the complexity present. It is no longer possible for a man to be a police officer merely because he is physically sound and looks good in a snappy blue uniform; he must have an understanding of the important police problems involved in traffic, juveniles, crime prevention, social issues, etc. Added to this is the fact that most of our police officers are becoming better paid and are using equipment that represents thousands of dollars in taxes. Their ability to handle equipment in the best possible way and act intelligently in discharging their police function must justify the growing outlay of public money for police services. And training, continuous and unrelenting, is the basic tool by which improved results can be achieved.

There are generally two approaches to police training: "on-the-job" or in-service training and the "school" or "academy" approach. Both are important and can be used to their particular advantage depending upon the conditions being dealt with. They can also be mixed together to use the best feature of each approach. The classroom, for example, can become a dull and sterile approach to police work if it is not staffed by personnel who know their way around police work and can impart from experience without looking down their noses on men with lesser service.

At the same, training based solely on the "let 'em learn like I did" idea misses the point, too. When a new recruit is put with a "seasoned" veteran to make the rounds, the danger to the recruit's formation comes from learning questionable short cuts, the cynicism of some old-liners and the unprofessional attitude of many a "seasoned" veteran.

A police training program, whether it is designed for recruits or for men with years of service, should, within the immediate pressures of a given situation, mingle the two approaches.

Training will also take on a different hue depending on the status of the men being trained. The new recruit and the first or second year man should receive an orientation based on some formal class work in fundamentals coupled with rotation in the field through the various specialties of police work. With new men first impressions are vital and it is important that their initiative be stimulated and the idea of a professional police career be impressed on their minds. Even partial success in getting across to the newer vintage of police officers a spirit of initiative and a feeling of professional pride justifies all the time and money spent for training.

Periodically, the older members of the force in all ranks should receive some type of in service training in order to keep abreast of the latest developments, as an aid in promotion, and, even more important, to keep them on their toes, avoiding staleness and the rote of sluggish routine that can so easily develop. The mode for in-service training is wide. Special schools are always available in universities throughout the country; the FBI maintains its national academy to which selected police officers are invited to attend; police associations sometimes hold regional and area training sessions. But the bulk of in-service training must be done in the department through short courses focusing on special phases of police work—i. e. tactics, criminal sciences, supervision, administration, investigation, identification, etc.

Having discussed the preliminary thoughts about police training, I invite you to examine the experience of the Peoria Police Department in planning and executing a training program for its personnel.

Peoria has a population of about 115,000, with 148 sworn officers who work a 44-hour week. In planning a comprehensive training program certain conditions had to be recognized. A number of officers had not received any formal training during their time on the force. As recruits they had been placed with older officers and were left to themselves to learn anything out of the usual routine. To deal with this situation it was necessary to develop a police training school which would closely reflect the operational needs of the department.

A permanent program for recruit training was also needed. In normal times the Peoria Police Department will take on from six to ten new men each year to cover retirements, resignations and deaths. The new men come in a trickle, three at one time, two at another, perhaps even singly as the need develops. It is nearly impossible and certainly impractical to gather these men together and put on a formal police school to answer their training needs. The program which was needed had to meet the handicap imposed by the small yearly number of recruits and yet do a respectable job of training.

this is **dubois**

we're here for your future

America's finest tailored to measure police uniforms

STORAGE FLOOR FOR UNIFORM PIECE GOODS

Serving police departments from coast to coast for over 62 years

"CONFERENCE CORNER" IN PRESIDENT'S OFFICE

The only exclusive contract tailors to N. Y. and Chicago P.B.A.

THE LARGEST CUTTING ROOM IN THE INDUSTRY

highest quality . . . master tailoring, in both made to measure and in stock service

dubois the uniform house of the nation

17-19 UNION SQUARE, NEW YORK 3, N. Y. • Telephone ALgonquin 5-9300

The "Specialization" Problem

One other point can well be mentioned. A most important problem bearing on training concerns the developing specialization that is at once the blessing and the bane of modern police work. While specialization is without question a necessary and, in fact, almost a principle of organization in large police departments, if followed too rigidly in smaller departments that same idea can be harmful. It is not uncommon, for example, to hear councilmen, municipal administrators and police chiefs bemoan the fact that their patrol officers hardly bother with traffic violations, while traffic personnel turn a specialized cheek in the face of routine police actions. Training must seek to emphasize the importance of all phases of police work and the overall view of the department and all its divisions as a unit, dependent upon each part to give the effect of a working organization. Of course, the cure for over-specialization is also a matter of organization and command responsibility; but proper training can be of great help.

In working out the curriculum of the training school most of the emphasis was placed on patrol techniques since patrol work is the backbone of police activity. But this was integrated with sessions on traffic regulation, interrogation and investigatory work done through the detective division, criminal identification, scientific aids to crime detection and juvenile problems. Thus it was possible to bring to bear upon the members of the training school the many disciplines and specialties of police activity through the unifying reference to fundamental patrol work.

Attention was also paid to the tools or mechanics of police work. The organization of the city government was gone over in some detail so that, again, the individual patrolman could get a picture of the larger whole which he serves and the relation of his own department to the other departments making up the city's total picture. Time was also spent elaborating on the history of police organization in general and on the actual organization and administration of the Peoria Police Department. Why spend a great amount of class time on these subjects? Because there is nothing so common and yet so exasperating as the insularity of personnel who know only their own department, and even their own division, happily cut off from the stream of activity of the whole unit in which they work. And it impairs the effectiveness of the personnel when they are not conscious of other departments and their activities.

If, for example, John Q. Public asks about something that is the strict concern of the fire department and asks it of a police officer, he expects, and rightfully, to get an intelligent response. But when he comes up against the not unusual rejoiner of "I'm sorry, that's not my department," the citizen can't help but feel frustrated and take out his frustration on the whole compartmentalized structure of government. And the police officer whose contacts with the public are more continuous and frequent than any other city employee cannot afford to be without a general idea of the functioning of the whole of his city government.

Another important element in police work is reporting. An officer makes hundreds of reports a year covering every incident with which he is officially connected. Dog bites, family quarrels, robberies, murders, etc., all find their way to his notebook and into an official record which becomes part of the archives of the department to be referred to again and again. Written reports form a vital channel by which the officer makes known to his superiors what he is doing; they are also the link between the police incident and other police personnel who may be assigned to the case or who may be working on related cases. In a real sense, then, the officer's report is the living connection between a particular crime and its eventual disposition. And yet it is disturbing to realize that many fine police officers, doing a thorough job of police work, cannot turn in a decent report that will convey the facts which surround the incident reported. It is imperative that correct reporting methods be stressed in *training programs even to the point of exhaustion.*

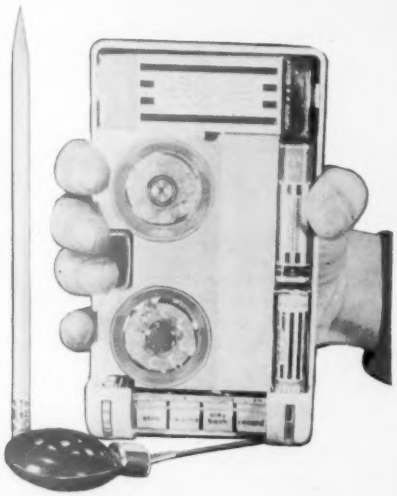
A part of police work that reflects today's growing complexity is the legal side. Though today's police officer need not be a certified lawyer, it would certainly be a great help. Barring that unlikely development, a police officer must have a grasp of the fundamental law that applies to his work, particularly the law on arrest, search and seizure. These three elements are the action points of police work when carried to its ultimate in any given incident. A patrolman, for example, may caution an offender or he may try to prevent an offense that is about to occur but if the situation persists he will be forced to arrest someone. If resistance is offered he may have to apply reasonable force and, in most instances, he will have to search persons and premises. Such occurrences are the everyday meat of police action and with the complex structure of law that must exist in order to protect the innocent, the police officer has to know how far he can go, what he can do and how he should do it in order that his action will be a legitimate effort of good police work. An important section of any training school must be devoted to the legal ramifications of arrest, search and seizure.

The police officer should also be familiar with the general ordinances of the city and his superior officers must be even better informed in order that proper direction can be given. And, as a matter of course, the police officer must frequently appear in court. Along with a rudimentary knowledge of law regarding his own powers, the police officer will have to learn court procedure and the best way to present evidence as well as to know what actually constitutes admissible evidence. To underline this part of police work the training school has a session or more devoted to a "moot court" in which an actual case is played through, step by step, usually under the guidance of the city attorney who has charge of the city's prosecutions. He may take an actual case from police records, revise it to fit the emphasis that he desires and assigns roles in the court trial to members of the training school as well as to other command officers in the department whose experience will be of great help in the teaching process. It is important to stress that not enough time can really be spent on the legal side of the patrolman's training. Indeed, police officers of long standing should also be periodically refreshed on this subject.

The program of a training school should also keep in touch with new police methods and while police

The Best Ever Offered for Police and Crime Investigators

The smallest pocket recorder in the world *that works!*



POCKET RECORDER

Shorter than a Pencil!

Weighing only 28 ounces!

Guaranteed and Proven, This Miniature Precision Recorder Fits Your Need

WILL RECORD SPEECH 5 HOURS CONTINUOUS WITHOUT STOPPING

Note the features—

1. **Concealable —**
2. **Push button controls**
3. **Two recording speeds**
4. **Playback almost immediately**
5. **Playback without removing microphone**

POCKET RECORDER complete, with batteries, one 2-way microphone, sensitive earphones, ½-hour spool recording wire; ready to switch on and use immediately. **$289.50**

Investigator records conversation taking place at another table in a restaurant with wrist-watch microphone.

With a wrist-watch microphone, and concealed recorder, conversation can be recorded in public gathering.

For complete data, send for the FREE folder

SIRCHIE FINGER PRINT LABORATORIES

MANUFACTURERS AND DISTRIBUTORS OF LAW ENFORCEMENT EQUIPMENT

Moved from Philadelphia, Pa., to Berlin, N. J.

Berlin, New Jersey, U.S.A.

Pay a visit to our new location.

departments may not be "the first by whom the new is tried," they should not be the "last to lay the old aside." A good example is a section of Peoria's training school devoted to the use of the polygraph. Fortunately, the Peoria department has an "aficionada" who has a deep avocation for investigation work and is a qualified expert in the use of the lie detector. While this device is not new its use is growing and the acceptance of certain testimony on the basis of polygraph evidence by some courts indicates that its importance is on the increase. The polygraph is also an excellent aid in investigation even though direct evidence from it may not always be admissible. Many police suspects have been questioned with the polygraph and results have been obtained in the breakdown of a suspect's story where conventional interrogation failed. We have invited our polygraph expert to conduct sessions in the training school to show its correct use as an aid to investigation and also the limitations which it has.

Organizing A Training School

Having discussed the ideas motivating the police training school and the point of view behind some of the subjects taught, it might be worthwhile to review the mechanics in setting up the training school. The personnel who were picked to attend the school were ordered to come on their own time. In general it is always best to base training on the city's time, since it will be considered part of the regular work routine. If the men come on their own time there may be enough grumbling or dissatisfaction to upset the tenor of the training school. This is particularly true in training of men who have been on the force past their probationary period and for the rank and file. However, in Peoria's case, the manpower was critical and it was not possible to give adequate cover if part of the force was being trained when they were needed for duty. To compensate for the time spent in school the participants were granted a definite number of days off based on attendance.

The police training school met one hour a day, five days a week for two months, or a total school time of 40 hours. All men taking part in the school were assigned to the same shift. Most of the instructors were taken from the force while other persons were invited to teach certain specialized sessions. The FBI sent three instructors to handle sessions on investigation and firearms while a number of citizens in the community conducted classes in public relations, mental health and police history.

Officers in the school were obliged to keep notes on all classes and these were turned in at the end of the school for review and grading based on satisfactory attention, ability to state clearly and concisely the information given and general presentation. In addition a list of books on a variety of police subjects was given to the men at the beginning of the school and most of the books were made available through the departmental library and the local public library. Each member of the school was required to read one book and to turn in with their notebook a two page report on the book read. The report was also graded and returned at the end of the school. While it was not possible to give a specific examination to the members of the school, the requirement of a notebook and a book report gave a tangible hurdle for the men and a good index of their attention during the course.

The training sessions made use of visual aids which, if properly coordinated with the factual material presented by the instructor, are very helpful. Motion picture films, for example, on the use of the police baton were shown together with the sessions on police tactics, while a hard hitting film on narcotics was shown during the discussion of juvenile problems. Though no film slides were used, it is hoped that subsequent schools will make use of the slides since, in some respects, they are better teaching aids than motion picture films. Wherever possible, books and pamphlets covering police subjects were distributed to the class in an effort to make the officers conscious of the literature available on police work and the importance of written material in aiding their work. Some of the pamphlets were *Role of Police in Mental Health, Police and the Public, How To Work With Juveniles* and *Manual of Arrest, Search and Seizure.*

After the notebooks and book reports had been corrected, graded and returned to the members of the school a graduation ceremony was held at which the mayor and the city manager spoke briefly. The police officers who successfully completed the course were then given wallet sized cards which read:

> Because the right use of knowledge is important to the establishment of good service for the citizens of Peoria, let it be known that *John Smith* has satisfactorily completed a training course in police work so that the public might be better served.
>
> *George E. Bean*
> City Manager

The significance of the training school to the city administration and the public should be emphasized to the police officers in the program. The card described above added stature to the course and was a concrete indication to the men that what they had just completed was important.

Interim Training For Recruits

It was mentioned before that the size and the turnover in the Peoria Police Department usually brings in from six to ten new men a year. These recruits could not be immediately sent to a police training school because of the difficulties of running a whole course for, at the most, ten men. A permanent program for recruit training was developed for Peoria which takes into account the problems mentioned. As new men come on the force they are rotated through the whole department, spending about a month in each division.

During this time instructions covering the work of the particular division are given which follow quite closely the outlines used in the police training school. Each man, at the completion of his tour in the division, is rated by the commanding officer and given a short oral test on the material covered. The schedule of rotation among the divisions is arranged so that just before the recruit completes his six months probationary period he has seen something of all the police activities carried on by the department. At this time the recruit is given a standard police entrance examination similar to the test which he took to get into the department. The examination is given as a check on the original entrance test and as a means

by which a definite assessment of the recruit can be made. The test results together with all the progress reports made on the recruit during his tours of the divisions are evaluated and a decision is made by the Chief of Police on whether or not the recruit should be recommended for a permanent appointment. The recruit is then called into the office of the chief and with the city personnel officer the test and the progress reports are shown to the recruit and explained. He is then told whether the chief will recommend him for a permanent appointment.

Barring the use of a police training school the method described serves to give the recruit a fairly good idea of the whole effort of the police department while also imparting a cursory look at methods and procedures employed. The commanding officers get a better chance to rate his performance which in turn puts the chief in a more informed position when he must finally decide whether or not the new recruit will make the grade. By the time two or three years have passed the department has absorbed enough new men so that a police training school can then be held, taking in all those who spent their probationary period under the rotational training plan.

Another phase of Peoria's police training program deals with supervisory and command officers. When policemen rise to the rank of sergeant and above, the need for training grows not from the facts of police work itself but from the responsibilities of supervision and command. To answer this need the department periodically gives a course in municipal police administration. Fortunately, the International City Manager's Association publishes an excellent text covering the subject and administers a correspondence course based on the text. There are fifteen chapters in the book each of which serves as a good two hour night session. Command and supervisory personnel are invited to take the course on their own time with the city paying the costs of the course, including the text. The night sessions are usually conducted by a citizen in the community interested in police work with some experience in adult education who acts as a discussion leader. Each chapter is oriented around a group of questions which serve as the lesson. After thorough discussion a member of the course is assigned to write up the lesson which is then sent to the correspondence instructor for grading and comments. At the completion of the course each member is given a final examination. If he passes, a certificate of completion is awarded to him, usually in a ceremony similar to that used in the police training school.

The importance of this type of training is that the men who are responsible for reaching the objectives of the police department in action, who are actually administering police affairs in the community, are exposed to some topdrawer thinking on municipal police administration. And this is a new experience for many of the men. Then, too, the sessions usually turn into general discussions of police work but within an ordered and definite framework so that a great deal more meaning and understanding results than in a regular "bull session." The results of the course as shown by the final examination also serve as an important aspect of evaluation for new assignments and promotions.

Many officers have been sent to nearby universities for short courses in a variety of subjects. While their

FOR YOUR PROMISING YOUNG OFFICERS . . .

A SCIENTIFIC CRIME INVESTIGATION AND IDENTIFICATION COURSE

TODAY, one of the keys to advancement in law enforcement is training. We offer your men specialized training in the Science of Identification.

For more than 39 years the Institute of Applied Science has been giving men an opportunity to train at home in finger printing and identification. The result?

HUNDREDS OF THE IDENTIFICATION BUREAUS IN AMERICA EMPLOY OUR GRADUATES

You, as a law enforcement executive, may have full confidence in recommending the Institute of Applied Science to your promising young officers.

We operate on the highest standard of professional and business ethics and maintain well equipped laboratories for free use by advanced students and graduates. Our up-to-date course includes:

- FUNDAMENTALS OF CRIMINAL INVESTIGATION
- IDENTIFICATION OF HANDWRITING
- IDENTIFICATION OF TYPEWRITING
- FIREARMS IDENTIFICATION
- FINGER PRINTING
- POLICE PHOTOGRAPHY
- MODUS OPERANDI

FOR COMPLETE INFORMATION WRITE

INSTITUTE OF APPLIED SCIENCE

1924 Sunnyside Ave. Chicago 40, Ill.

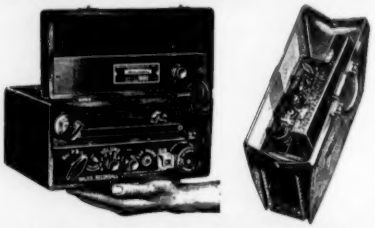
Member Illinois State Chamber of Commerce, Chicago Association of Commerce and Industry, and National Home Study Council

INVESTIGATE

WALKIE-RECORDALL

8-lb. Self-Powered Recorder-Transcriber
NO WIRES OR PLUGS

SPECIALLY DESIGNED
for law enforcement agencies to meet their every need



Operates from self-contained standard dry batteries and/or A.C.

- **RECORDS UNDETECTED WITHIN 60 FT. RADIUS IN OR OUT OF CLOSED BRIEFCASE**
- **MINIMIZES OUTSIDE NOISES AS TYPING, AIR CONDITIONERS, CAR AND PLANE ENGINES**
- **FULLY AUTOMATIC — UP TO 4 HOURS**
- **VOICE-ACTIVATED "SELF-START-STOP" ELIMINATES SUPERVISION**
- **2-WAY TELEPHONE RECORDINGS**
- **LISTEN-IN ON RECORDING FROM MICROPHONE OR TELEPHONE FROM REMOTE POINTS**
- OVERCOMES THE OBSTACLES OF CONFERENCE RECORDING
- EARPHONE JACK AND BUILT-IN LOUDSPEAKER
- REMOTE FOOT CONTROL FOR RECORDING OR PLAYING BACK
- RECORDING ON COMPACT, EASY-TO-FILE ENDLESS BELT
- INDEXED COMPILATION OF CASE HISTORY FILES
- SPONTANEOUS SELECTION OF ANY PART OF INDEXED RECORDING
- VARIABLE SPEED CONTROL TO FACILITATE TYPING
- PERMANENT, UNALTERABLE RECORDING AT 3c PER HOUR

INVALUABLE FOR
"ON-THE-SPOT" RECORDING

- **IN CAR, TRAIN, PLANE**
- **INDOORS - OUTDOORS**
- **INTERROGATION**
- **CELL-ROOM CONVERSATION**
- **2-WAY PHONE WITHOUT TAPPING WIRES**

IT'S ALL IN THE BAG

SOLD DIRECT ONLY — NO DEALERS
Write for Bulletin PC-54

MILES REPRODUCER CO., INC.
812 Broadway New York 3, N. Y.
SPring 7-7670

training is important to the department in that their work is more informed with the best methods, the time and money spent to send these men is only really justified if they in turn are used to train other police personnel. Instead of sending the whole department to the Northwestern University traffic school, for example, we send one man who should be able upon his return to give to others the information he has received. In this way each man who receives specialized training outside of the department is called on to take an active part in all training programs developed for the department.

"LIE DETECTORS" GRADUATE

Shown above are members of the March 16 graduating class at the Keeler Polygraph Institute, Chicago, who successfully completed a six-week, intensified course in interrogation techniques and use of the polygraph, together with related subjects.

They are, standing, l. to r., Oscar C. Pollard, Virginia State Police; William C. George, Ohio State Highway Patrol; Joseph R. Guthrie, Pasadena, Calif., Police Department; Hans A. Kremsreiter, Milwaukee, Wis., Police Department; Merle A. Striskland, Amarillo, Tex., Police Department; Harry D. Whitlock, Illinois State Bureau of Criminal Identification; and Sheriff Jerry L. Mulcahy, Colfax, Wash.

Seated, William L. Robinson, Salt Lake City Police Department; William A. McCord, Colorado Springs Police Department; Charles H. Lee., Arlington County Police, Arlington, Va.; L. B. Marston, Virginia State Police; and James G. Miller, Middletown, Ohio, Police Department.

FACTS FOR TORNADO SEASON

The Emergency Warning Section of the U. S. Weather Bureau, in calling attention to arrival of the spring storm season, has released a pamphlet—*Tornadoes—What They Are and What To Do About Them*—through the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Single copies are 5¢, 100 copies are $3.75.

Interesting facts to note are:

Slightly over 200 deaths result from tornadoes each year in the United States. Tornadoes occur in many parts of the world and in all of our states, but no place is more favorable for their formation than the central part of the United States. The average number of tornadoes ranges from over 20 per year in one of the Mid-Western states to less than one per year in each of the Northeastern and far Western states. The national average is around 200 a year, over half of which occur in April, May and June.

Tornado forecasts for the entire United States are prepared at the Weather Bureau's Severe Local Storm Forecasting Center in Kansas City. The forecasts are coordinated with district forecast offices and distributed to the public by radio and television stations in and near threatened areas up to six hours in advance. Civil Defense, Red Cross, State Police and other cooperators relay the forecasts to reach people in the threatened areas.

FBI National Academy In Session

FBI Director J. Edgar Hoover has announced that 98 officers are enrolled in the 57th Session of the FBI National Academy which convened March 19, 1956. The class includes representatives of municipal, county and state law enforcement agencies in 38 states. Officers from the District of Columbia, Puerto Rico and Canada, as well as a member of the United States Marine Corps, also are attending.

Mr. Hoover stated that the class will complete 12 weeks of intensified training at the FBI's facilities in Washington, D. C., and on the Marine Corps Base in Quantico, Virginia. The first 10 weeks will be devoted to required courses, and in the final two weeks the officers will concentrate their full attention on elective courses. In addition to classroom lectures, the curriculum includes open forum discussions, technical demonstrations and practical problems.

The purpose of the National Academy is to train officers to be instructors and administrators in their local departments. Like other cooperative services of the FBI, the training provided during the 12-week sessions is free of charge; however, the officers' personal and living expenses are their own responsibility.

Since the founding of the FBI National Academy in July, 1935, a total of 3,065 officers have been graduated. More than one fourth of these graduates are administrative heads of the departments which they serve.

Use Of Radar Sets On Increase

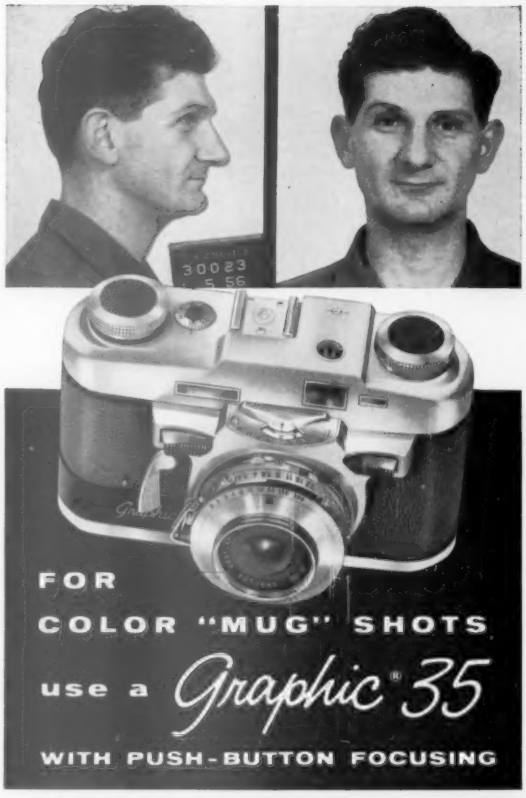
A total of 1,398 "radar" speed determining sets, representing a two-year gain of 146.1 per cent, have been licensed by the federal government to state and city police and highway departments to check on motor vehicle speeds, according to the American Automobile Association.

The electronic devices are now licensed in all of the 48 states, the District of Columbia, Alaska, Hawaii, and Puerto Rico, the AAA said in pointing out that the chances of motorists finding a stretch of electron-free highway are growing less daily.

Checking licenses issued by the Federal Communications Commission, the AAA said that Ohio is the leading user of radar, with 174 sets licensed. Wisconsin is second with 122, and Texas, which slightly over a year ago had only 31, now has 110 of the devices.

Other states making heavy use of the equipment include Illinois with 81 sets licensed; Alabama, 58; North Carolina, 52; Michigan, 51; New York, 49; Virginia, 46; Oregon and Tennessee, 43 each.

When the AAA made its first survey of the number of radar sets licensed for speed law enforcement, on April 14, 1954, only 568 sets were in licensed use.



Projected 35mm color slides are becoming increasingly important in police departments across the country for photo identification and classification. The Graphic 35 is particularly adapted for police "mug" shots in color. Exclusive Push-Button Focusing is the simplest and quickest method ever developed. Spectramatic Flash Settings make indoor flash pictures easy and sure. Also features a fully synchronized shutter with a choice of either a f/2.8 or f/3.5 lens. Graphic 35 color slides come-to-life, critically sharp for positive police identification.

The perfect partner for Graphic 35 color work is the Graflex-made Stroboflash portable electronic flash unit. Stroboflash eliminates problems such as subject movement and squinting. It has a consistent light output, flash duration and color temperature for color photography.

Stroboflash is simple to operate . . . no on-off switches or controls to forget; it is economical . . . costing approximately a cent per shot.

STROBOFLASH II

GRAFLEX®

For further information see your Graflex dealer or write Dept. PC-56,

GRAFLEX, INC., ROCHESTER 8, N. Y.

"Slow Down And Live"—It's Up To You!

Success Of Program Is In Hands Of The Police

By W. A. Huggins, President
National Conference of State Safety Coordinators
Sacramento, Calif.

Stepped-up enforcement is the foundation of the "SLOW DOWN AND LIVE" program in 1956. From the Joint Declaration signed by the governors of the 48 states, the commissioners of the District of Columbia and the governors of the territories to the promotional materials available in support of the campaign, the aim is to intensify the enforcement effort of state and local police, sheriffs and traffic courts during the period from May 30 through Labor Day.

The decision to emphasize enforcement in 1956 was based on the evidence of the 1954 and 1955 records. In 1954, when "SLOW DOWN AND LIVE" operated in 24 states from Maine to Texas, an increase of 6.9 per cent in convictions for the violations associated with speed produced a drop of 12.3 per cent in traffic deaths; 1 per cent in traffic injuries and 4.3 per cent in property-damage accidents for the period between Memorial Day and Labor Day. This was the first "across the board" reduction achieved by any group of states since World War II.

In 1955, with "SLOW DOWN AND LIVE" operating on a nationwide basis, the campaign met a rising tide of traffic deaths experienced throughout the United States from February through May. For June, July and August the combination of enforcement with publicity and promotion *held the line*, eliminating the traditional summertime peak in highway deaths. As soon as the program concluded, on Labor Day, traffic fatalities rocketed to new high levels until 1955 was the third worst year in the history of the motor vehicle. The only variant on the post-Labor Day rise was the period surrounding S-D Day—further evidence of the power of enforcement and public support.

The State Safety Coordinators, individually and as an organization, are aware of the problems involved for traffic law enforcement to increase the tempo of their work. We know of the shortages of trained manpower, equipment, and funds which are needed to do a maximum enforcement job in the summer months. So, when we speak of "stepped up" enforcement we are only asking police departments, sheriff's highway patrols and traffic courts to give that added "push" to all that they do between Memorial Day and Labor Day—making the most effective use of existing facilities. This, we believe, will produce another significant accident reduction experience.

State Safety Coordinators find themselves in a strange position. For the most part, they can neither *direct* nor *require* state agencies to carry on "SLOW DOWN AND LIVE" activities. Certainly, State Coordinators are not able to require anything from county and municipal officials. Yet we know that our program can achieve nothing without the help of functional authorities. So we *suggest* and give all possible backing to our suggestions. We endeavor to "set the stage" for complete community cooperation in "SLOW DOWN AND LIVE" by placing the chief executive to each state firmly on record.

Note the language used in the 1956 Joint Declaration:

"The cornerstone of all traffic safety action is traffic law enforcement . . . . by the police, the courts and the motor vehicle administrators. We know from experience that a strong enforcement program, in which state, county and local officials share the responsibility, aided by strong public opinion formulated through every medium of promotion and publicity, can eliminate the summertime traffic death peak and can, actually, reduce traffic deaths, personal injuries and property damage accidents. We have such a positive program, already known by its title: 'Slow Down and Live.' In this combined enforcement-public support campaign we shall employ every available means to make our streets and highways safe from Memorial Day to Labor Day, 1956."

This Declaration clearly positions the states. Does it meet with public favor? Are the responsible civic and service organizations really ready to support strong traffic law enforcement? Will business and industry back "SLOW DOWN AND LIVE" in 1956 on the promise that apprehension of traffic law violators will probably be more certain than in any other year?

Here are a few specific examples of action already taken to cooperate with our program. Before the close of 1955, such organizations as The American Legion, Lions International, The National Association of Insurance Agents, and many others had endorsed the program by formal resolution. When the operating plan for 1956 had been announced and the opportunity for promotional backing had been offered to groups everywhere, these were some of the first responses:

1. The outdoor advertising industry set out to improve on their 1955 record of over 7,000 posters and painted displays. Every state association of this industry will cooperate in the program.

2. American Transit Association recommended support of the program to 400 major transit companies in the United States.

3. A "broadside" on support for "SLOW DOWN AND LIVE" is going to 12,000 Lions Club presidents and safety chairmen.

ELECTRIC PROTECTION SERVICES

BURGLARY · HOLDUP · FIRE

A·D·T

Controlled Companies of

AMERICAN DISTRICT TELEGRAPH COMPANY

Executive Offices, 155 Sixth Avenue, New York 13, N. Y.

Central Stations in Principal Cities of the United States

The Preferred Fabric Unequaled for Police Uniform Shirts

SIMPSON'S Soulette REG. U.S. PAT. OFF. POPLIN ALL COMBED SANFORIZED

Simpson's Soulette Poplin is:

1 Fine all combed, long staple cotton, woven for long wear.

2 Vat dyed, to assure fastness to light and washing

3 High thread count for luster and superior appearance

4 Sanforized (shrinkage does not exceed 1%) for permanent fit

Provides the utmost in

LONG WEAR

GOOD LOOKS

COMFORT

ECONOMY

Ask your uniform shirt supplier to show you shirts made of Simpson's Soulette Poplin, or write us direct. It has won the favor of policemen all over the country.

WM. SIMPSON, SONS & CO., INC., 1430 Broadway, New York 18, New York

Philadelphia	Chicago	St. Louis	Los Angeles
12 S. 12th Street	300 W. Adams Street	915 Olive Street	819 Santee Street

4. The Department of Defense, through the Army, Navy, and Air force, is issuing an official circular endorsing the program and recommending participation for every installation, command and technical service throughout the world.

5. An insurance company has provided the program, as a public service, with three television film trailers, being sent at no cost to every commercial and educational television outlet in the United States.

6. The National Safety Council features "SLOW DOWN AND LIVE" as the theme for the June, July, and August "Operation Safety" Kit and is providing complete assistance on the part of every Council department and division.

7. The Boy Scouts of America recommend cooperation in "SLOW DOWN AND LIVE" to every council, district and individual unit as a summer safety project. This support reaches out to over 4 million boy members and over one million adult leaders.

We could cite more instances of organization cooperation. The sum and substance of this cooperation is the way in which it serves as an index that the organizations really devoted to public action to meet our highway safety challenge are solidly in favor of the enforcement program which provides the "backbone" of the campaign.

In 1955 over a quarter of a million dollars was spent for promotion. The program produced more than 130,000 news stories and features. Every television station in the nation told the story of "SLOW DOWN AND LIVE." Audited traffic figures showed a reader circulation of more than 1,635,000,000 for outdoor advertising.

The 1956 program will exceed these phenomenal figures for public support participation. The job will be to assist enforcement. If you do your part, the project will be a success. That's why I say: "It's up to YOU . . . "

Pedestrian Deaths At Record Low

Fewer pedestrians lost their lives in 1955 than in any other single year on record, according to Andrew J. Sordoni, president of the American Automobile Association.

The year's toll of 7,482 was revealed in a preliminary survey of the motor vehicle accident statistics of each of the 48 states and the District of Columbia taken by AAA's Traffic Engineering and Safety Department.

The previous low was in 1954, when about 7,900 persons died as the result of being struck by vehicles. The worst year was 1937, when 15,500 were killed.

In announcing the new record-low figure for fatal pedestrian accidents, Mr. Sordoni praised the many state and local officials who have been responsible for enactment and enforcement of intelligent, progressive traffic laws and ordinances designed to give greater protection to pedestrians.

He said that other reasons for the dramatic progress being made in the field of pedestrian safety in the face of a rising population and vehicle registration are engineering improvements and public education.

Police-Community Relations Institute

A two-day Police-Community Relations Institute is scheduled for May 13-18 at the Kellogg Center for Continuing Education, Michigan State University, East Lansing, Mich.

Organized with the assistance of an Advisory Committee of law enforcement officials and educators, the Institute is based upon the assumption that public and private service agencies have a moral as well as a civic responsibility to exert every effort to further the common good.

Subjects to be treated by experts in the field and discussed in work groups and professional groups are: The Community—Organization and Disorganization, Process of Interprofessional Community Action, Problems in Human Understanding, Ethics in Professional Services, The Law and Community Problems, and Local Government and Police-Community Relations.

The International Association of Chiefs of Police is one of the five organizations cooperating in sponsorship of the Institute. Discussion of case histories of successful community programs resulting from a cooperating inter-professional approach will be participated in by Chief Bernard Brannon, Kansas City, Mo.; Chief Stanley Schrotel, Cincinnati, Ohio; Inspector Edward Payne, Philadelphia Police Department; and Inspector Noel McQuown, Los Angeles Police Department.

Further information may be secured from the Institute's director, James J. Brennan, Associate Professor, Michigan State University, School of Police Administration and Public Safety, East Lansing, Mich.

Fellowships Available To Georgia Officers For Southern Institute

The Southern Police Institute, University of Louisville, announces renewal of $2,000 grant from the ACMARO Securities Corporation, of Atlanta, Georgia, for attendance at the Institute during the Fall 1956 Term, September 17—December 7.

Each fellowship is valued at $1,000, of which $600 is designated as tuition and $400 as a cash expense scholarship. The grants were inaugurated by ACMARO during the Institute's fiscal year 1954-55.

The fellowships are available to state, county and municipal law enforcement officers on active duty in the state of Georgia. Chief Herbert T. Jenkins, of Atlanta, has been named to nominate officers for the fellowships. Applications should be directed to him and must be in his office prior to July 1st.

The Southern Police Institute was established in January, 1951 to meet a need for advanced training for law enforcement officers, especially those in commanding and supervisory ranks. Two regular 12-week terms and four 10-day seminars are presented annually to classes of 25 specially selected officers. Instruction is given by the Institute's staff and visiting lecturers who are distinguished in police science and allied fields.

On April 1st, 335 officers had graduated in the Institute's 14 classes. Of these, 12 were chiefs of police and 10 were assistant chiefs. 129 had received promotion since graduation and 115 had been assigned to training work in their departments.

Set Regional Safety Conferences

Responding to a request by President Eisenhower for more citizen support in the national effort to reduce highway accidents, the President's Committee for Traffic Safety has scheduled four regional conferences to stimulate organization of community safety agencies.

These meetings will bring together representatives of agriculture, business, labor, media of public information, organizations, public officials and women's groups for discussion of the objectives, organization, and operations of civic safety agencies and encouragement of concerted action in their home states and communities.

Schedule of the regional conferences is as follows:

Eastern region, May 1 and 2, Atlantic City, N. J. (States represented will be Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey New York, Pennsylvania, Rhode Island and Vermont.)

Southern region, May 14 and 15, Miami Beach, Fla. (States represented will be Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia and West Virginia.)

Mid-Western region, May 23 and 24, Chicago, Ill. (States represented will be Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota and Wisconsin.)

Western region, May 31 and June 1, San Francisco, Calif. (States represented will be Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.)

Governors of each of the states have been asked by President Eisenhower to name delegates from among public officials and citizens. Representatives of leading national organizations concerned with traffic safety will serve as technical consultants at the various sessions.

Maxwell Halsey Joins ENO Staff

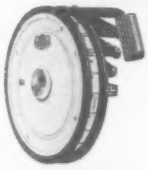
Maxwell Halsey, executive secretary of the Michigan State Safety Commission, has resigned to accept a position with the Eno Foundation for Highway Traffic Control. Mr. Halsey will serve as technical director and assistant to Colonel Robert C. F. Goetz, president of the Foundation.

Its first executive secretary, Mr. Halsey joined the Michigan State Safety Commission at its inception in December 1941 and has held that position continuously for the last 14 years.

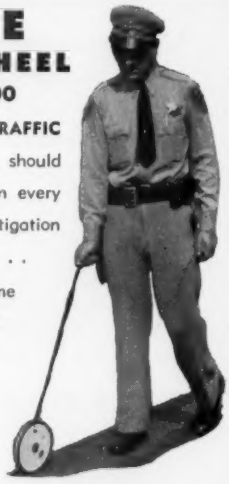
He was the first graduate student to receive a fellowship to the Harvard Bureau for Street Traffic Research and became an associate director of the Bureau when it was transferred to Yale University in 1935, where for more than six years he taught traffic engineering. It is estimated that there are today more than 100 traffic engineers working in that professional capacity for states, counties, and cities throughout the country who studied under Mr. Halsey at the Yale Bureau.

Mr. Halsey was one of the 19 charter members of the Institute of Traffic Engineers when it was established in 1930. In 1932, he became the first state traffic engineer for the Department of Public Works in Massachusetts. He has published three books: *Traffic Accidents and Congestion, State Traffic Safety,* and *Let's Drive Right,* a high school textbook.

ROLATAPE
MEASURING WHEEL
TRAFFIC MODEL - 200



ROLATAPE TRAFFIC MODEL 200 should be included in every Traffic Investigation Kit, because . . .



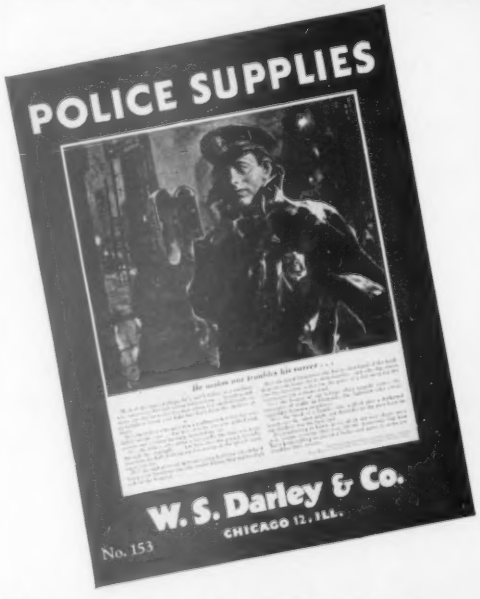
- **ROLATAPE** cuts measuring time with one man operational ease.
- **ROLATAPE** reduces exposure to traffic.
- **ROLATAPE** measures and records in feet and inches as operater walks and guides Rolatape.
- **ROLATAPE** gives accurate totals at all times—line to line, curb to curb, also skid marks, straight or curved.
- **ROLATAPE** folds compactly for Kit or Glove Compartment.
- **ROLATAPE** is sold on a money back guarantee, and the cost is only **$27.50,** including leather carrying case.

SEE YOUR DEALER . . . OR WRITE TO —

ROLATAPE INC.

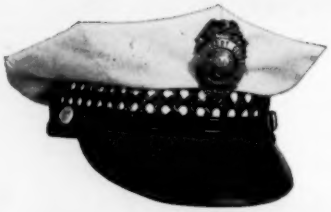
1741 Fourteenth Street **Santa Monica, California**

Write For New 108 Page Catalog



W. S. DARLEY & CO.
ESTABLISHED 1908
CHICAGO 12, ILLINOIS

SPECIFY *Cool*
"HEAD-MASTER"
POLICE UNIFORM CAPS
for Warm Weather



White Plastic
Open Cane
Style No. 451

Blue Serge
Ventilated Brand
Style No. 358

Cool head comfort is guaranteed in "HEAD-MASTER" WARM WEATHER CAPS for they are made of the finest, lightest, long-wearing materials.

WRITE TODAY FOR ILLUSTRATED POLICE CAP CIRCULAR
OR SEE YOUR LOCAL UNIFORM DEALER

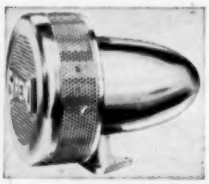
Specify "HEAD-MASTER" . . . made only by

WENTWORTH-FORMAN CO., INC.
21 EDINBORO ST., BOSTON 11, MASS.
Established 1895

SIRENO
(TRADE MARK)

YOU CAN'T BEAT THIS PAIR!

NEW POWERFUL
"REVOLVO-RAY"
REVOLVES THRU
COMPLETE CIRCLE
Giving Full Protection
from Every Side



and the new
"ED" SIRENO
SIREN
with most
Penetrating Tone

SIRENS & LIGHTS —
All Sizes To Meet All Requirements
Write for FREE Catalog

THE SIRENO Co. Inc.
DEPT. 32 — 216 WILLIAMS ST., N. Y. 38, N. Y.

Approve New Traffic Safety Award Plan

A new traffic safety award plan, shifting emphasis from a contest among cities and states to achievement, has been approved by the Board of Directors of the National Safety Council.

The new plan was also submitted to and approved by a majority of the Inventory Representatives in reporting states and cities.

The revised award program will recognize traffic safety achievement of states and cities on the basis of comparison with evaluation measures approved by the advisory groups for the several sections of the Annual Inventory and Traffic Safety Activities.

For cities the plan provides:

1. An Award of Honor for any city achieving 80 per cent of recommended performance on all sections of its report: Death and Injury Record, Accident Records, Traffic Engineering, Police Traffic Supervision, Traffic Courts, School Traffic Safety Education, Public Safety Education, and Safety Organization.
2. An Award of Merit for any city achieving 70 per cent of recommended performance on all sections.
3. Certificates of Achievement for all sections. A city that receives an 80 per cent evaluation on one or more of the following sections will receive such a certificate for each of them: Death and Injury Record, Accident Records, School Traffic Safety Education, Public Safety Education, and Safety Organization

For states there are similar awards:

1. Award of Honor to any state that achieves 85 per cent or more in all sections of the Inventory report.
2. Award of Merit to any state that receives 75 per cent or more in all sections.
3. Certificate of Achievement for 75 per cent achievement in any of the section: Death and Injury Record, Accident Records, Driver Licensing, School Traffic Education, Public Safety Education, and Safety Organization.

For both states and cities, the evaluations will be reviewed each year by the Inventory Committee and the Committee of Judges for the Inventory.

Crystal-Balling The Traffic Problem

So you think things are messed up out there on the highway? Well, just wait another ten years!

The National Safety Council has taken a peep into the future and come up with these disconcerting figures:

By 1966, an endless swarm of 82,000,000 motor vehicles will jam the streets and highways—20,000,000 more than are on the road now.

They will be piloted at various times by 90,000,000 drivers.

They will travel approximately 825 billion miles a year.

The traffic toll that year will be around 53,000—unless some genius manages to pull down the prevailing death rate by getting to those 90,000,000 drivers with a safety sales talk that is more convincing than anything thought up so far.

Faced with this foreboding future, the Council has announced a specific traffic safety program designed not only to hold down the traffic toll, but to expedite the flow of traffic. Safety authorities agree the two problems are inseparably interwoven.

The Council emphasized that while it accepts its responsibility, it cannot do the job alone, and that

the help of every person who drives, rides or walks is essential.

Here is the Council's plan for cutting the toll and congestion of future traffic—based on proved techniques of engineering, education and enforcement:

1. Convince the public that the only real answer to the traffic problem is for every individual not only to drive and walk sensibly and safely himself, but to join actively in an organized community and national effort to see that others do the same. If this means rougher, tougher traffic law enforcement—as it will in many places—demand, support, and accept it!

2. Give every community the facts on how its traffic safety program stacks up against recognized standards—and help it bring itself up to or above par. The Council provides the way to do this through its Annual Inventory of Traffic Safety Activities, now being used by 46 states and by 1,140 cities.

3. Build as many miles of safe, modern accident-resistant highways as possible—and as fast as possible. The way they are financed, says the Council, isn't half as important as the fact that unless they're built, this country will have outsmarted itself trafficwise.

4. Along with building new and better and safer roads, use every modern technique of traffic engineering and law enforcement to make existing highways as foolproof and safe as possible.

5. Cut through red tape, apathy and legislative inertia to obtain uniform vehicle laws and do what common sense tells the nation it should have done long ago—give the driver a set of simple, understandable traffic rules and laws that he can follow from coast to coast—and that he can be sure will be enforced.

6. Make driver education—in class and behind the wheel—a required course for every student of driving age in every high school.

7. Make it so tough to get a driver's license that only a person who is physically, mentally and emotionally qualified to drive in modern traffic can get one.

8. Take the license away from any driver as soon as he demonstrates inability to drive as a decent, sensible citizen should drive.

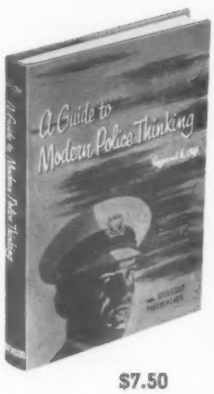
9. Back traffic courts to the limit in showing errant drivers and walkers that it just isn't smart or healthy to behave selfishly or dangerously in traffic.

10. Encourage constant improvement in automobile design to make it easier and easier to drive safely.

The traffic situation, the Council emphasized, can be improved in direct ratio to public acceptance of those 10 objectives. But it will require organized effort, dedicated leadership by influential persons in public and private capacity, and a willingness to work and pay for safety and better traffic facilities. The Council pointed out that safety, like everything else worthwhile, costs money, time and effort.

And what will happen by 1966 if Americans team up in a real and continuing traffic improvement program?

"You'll get where you're going a lot easier and sooner," promised the Council. "And what's more, the traffic toll will come down by half!"



$7.50

COVERING EVERY PHASE OF POLICE WORK—

Administration
Personnel Management
Training
Traffic Duties
Traffic Safety
Selective Assignment
Intoxication Tests
Parades and Assemblies
Crime Investigation
Scientific Aids
Confidential Informants
Surveillances
Interrogatories
Interviews
Patrol Methods
Techniques of Arrest
Mechanics of Arrest
Police Communications
Disaster Control
Strikes and Riots
Unlawful Assemblies
Sociology; Psychology
Juvenile Delinquency
Criminal Law: Arrest
Search and Seizure
Case Preparation
Appearance in Court
Public Relations

Complete with Charts, Illustrations, Bibliography, Table of Statutes

Money Refunded If Not Satisfied

THE W. H. ANDERSON COMPANY

Publishers — 646 Main Street — Cincinnati 1, Ohio

ANDERSON
POLICE PROTECTIVE HELMET

Saves Lives

Prevents Injuries

Especially Designed for
MOTORCYCLE OFFICERS

Laminated fiberglas made to withstand 2000 lbs. pressure per sq. in. Weighs less than 18-oz.
Smart Looking • Highest Quality

Distributed Exclusively By

George F. Cake Co.

Law Enforcement Equipment

Dept. A. P.O. Box 649 Berkeley 9, Calif.

NIELSEN-RIONDA

BADGES

BEST APPEARANCE
BEST DURABILITY

Check These Superior Features

Solid flat backs — coat and cap attachments, center emblems and numbers guaranteed for 10 years — plannished lettering — clearer, sharper frontal features — superior craftsmanship.

Check the new Nielsen-Rionda Sta-Brite Badges. Rich, golden color metal throughout. Polishes for a lifetime — like solid gold badges.

•

Write for FREE 32-page catalog illustrating badges available in the new STA-BRITE as well as all standard finishes.

NIELSEN • RIONDA Inc.
40 JOHN ST., NEW YORK 38, N. Y.

Still . . .

America's Foremost Smith & Wesson and Police Equipment Distributors!

We carry a complete line of Smith & Wesson Revolvers, Handcuffs, Badges, Holsters, Sirens and equipment you need.

Our new catalog mailed to your department upon request. Don't discard your old guns!! Trade them in to us for new revolvers or other equipment.

Charles Greenblatt
3 CENTER MARKET PLACE
NEW YORK 13, N. Y.

Koreans Visit Hartford Police

Chief Michael J. Godfrey, Hartford, Conn., Police Department, second from left, was host recently to a delegation of Korean police officials, who were taken on a personally conducted tour of the department.

L. to r., the visitors are Lt. Kim, Won Bee, National Police Agency, Seoul, Korea; Superintendent You, Chol, National Police Headquarters Seoul; Lt. Hong, Kea Sup, National Police Agency, Seoul; Captain John J. Kerrigan, Hartford Police; Lt. Kim, Inchol, National Police Agency, Seoul.

STATE POLICE MEMORIAL GALLERY

Continuing a memorial which is unique in the United States, Virginia State Police Headquarters in Richmond recently unveiled three additional portraits of state troopers who have given their lives in the line of duty.

These additions, by Virginia artists, brought to 22 the number of portraits composing the State Police Memorial Gallery. Col. C. W. Woodson, Jr., superintendent of the State Police, announced that all have been donated by prominent artists, and each has been approved by the State Art Commission. The recent unveiling was the fourth since the first 12 portraits were presented in 1947. Eleven of the subjects died in traffic crashes while pursuing their dangerous duties, three were killed in action during World War II while on military leave from the State Police, three were shot to death by felons and one by a maniac, two died in an airplane while on an official errand of mercy, another succumbed to pneumonia during a successful all-night attempt to apprehend a murderer in the mountains of southwest Virginia and still another suffered a fatal injury subduing a runaway horse at a fair.

The formal presentation and memorial address was made by the Reverend A. Purnell Bailey of the Centenary Methodist Church of Richmond, and the portraits were accepted on behalf of the Commonwealth by Carter O. Lowance, executive secretary to the Governor.

A Michigan State Police trooper stopped a driver for doing 80 miles an hour in a 45 mph zone. In great heat, the motorist exclaimed, "I paid $3,000 for this car so I could get out and go, and you want me to drive 45 just because of a silly law that is meant for people who can't drive fast." (Yes, he was issued a summons.) —*Post-er of the Michigan State Police*

TIMELY SUGGESTIONS

Major Lou Smyth

Kansas City, Mo., Police Dept.

Support of the families of police officers killed in line of duty, when such support comes from a citizen group, is evidence that the police service has the respect and confidence of the public.

The *Michigan Police Journal*, official publication of the Michigan Association of the Chiefs of Police and the Michigan State Police, cited an example of citizen good will in the following article:

"When heroic Patrolman Sidney A. O'Connor of the Detroit Police Department fell mortally wounded by a bar bandit's bullet a few weeks ago, his family, including a child then unborn, found help forthcoming immediately.

"The 100 Club of Detroit, an organization of business and professional men, is taking care of the mortgage on the family's home.

"Mrs. O'Connor has started receiving benefits, including $4,000 life insurance, $190.13 a month for the rest of her life, $43.67 a month for each child (incuding the expected baby), $700 for accumulated contributions to the pension fund, $750 for burial expenses for Patrolman O'Connor, and $100 from the Detroit Police Lieutenants and Sergeants Association.

"Mrs. O'Connor and her fatherless children will receive an additional $1,000 under Michigan law (PG 248), an act which was introduced by State Senator Charles S. Blondy and passed by the Legislature in 1955. Senator Blondy told the *Michigan Police Journal* that officers who suffer disability as a result of active duty also will be compensated under the act in amounts up to $5,000.

" 'The act provides compensation for officers injured on active duty or, in the case of death arising from active duty in the enforcement of the laws of the State of Michigan, or an adjoining state. The amount to be received by the officer or his dependents is $5,000, less the insurance or benefit maintained by such officer, or his dependents,' said Senator Blondy. The difference, he added, is to be paid from the appropriation provided for this purpose.

"Senator Blondy has been a member of the Legislature for 16 years, and has interested himself in legislation designed to improve and strengthen Michigan laws affecting police officers."

Many other examples of citizen generosity in aiding bereaved police families have been recorded. Low police salaries in the face of rising living costs and taxation do not leave anything for reserves for the average police family. Limited police budgets have forced a shrinkage in police manpower in most municipal and state departments. This situation means the donation of many hours of private time by officers who cannot be compensated for this additional service.

In some cities police administrators permit officers to accept employment under certain limitations on a part-time basis to supplement their income. It is this writer's view that when the citizens of a community are kept informed regarding the crime and accident situations, and the lack of personnel to cope with these conditions, police budgets may possibly be increased to give a community better protection. Public information is one phase—and an important one—of the police public relations program.

Chief Wm. H. Parker of Los Angeles discussed in powerful language the question of the limitations placed on the police which protect the criminal rather than the public. The article, published in the *California Law Review*, was reprinted in the March issue of *The Police Chief*. It is our hope that every IACP member read Chief Parker's comments. In case you were too busy to study what Chief Parker had to say, here are a few punch lines which may cause you to dig up the March issue and read the four and one-half pages of the article without missing a word:

"Adequate intelligence of underworld activities is the police administrator's most potent weapon against organized crime. Any combination of patrol and investigation alone will not serve to suppress clever criminal operations—as the shockingly low arrest and conviction rate of known syndicate members vividly attests. Traditional police techniques are not the answer to this problem—organized crime can be reduced and stamped out by the police only when knowledge of its methods, personalities and plans produces conviction hazards so great that operation becomes unprofitable.

"Whether we like it or not, we must face up to the distasteful conclusion that today's police service fulfills its task with no greater success than it did a quarter or half-century ago. Inaccurate as our statistical knowledge is, it leaves little doubt that the crime rate has been on the increase for the past several decades.

"This is obviously not a game in which the police play 'cops and robbers' for the amusement of society. This is a case of a lawless criminal army warring against society itself, and the police comprise that part of society which has been given the task of being the first line, and somtimes the only line, of defense.

"It is often a dirty business—a very dirty business—because of the warped nature of the criminals with whom the police must often deal. But history has shown and is continuing to show that it is a necessary business, and that the responsibility must be placed on someone. The men of the police service are aware of this responsibility, and in choosing their profession voluntarily assume it. They can discharge that responsibility only to the extent that society supports them. If society chooses, for reasons of its own, to handicap itself so severely that it cannot or will not deal effectively with the criminal army, it is doubtful that free society as we now enjoy it will continue; for either crime will increase until there is no internal security worthy of the name, or the police force will be so expanded that the crushing financial and moral burden of a police state will be here whether we like it or not.

"I do not propose that the answer to this dilemma is to give the police a free hand. No responsible police official that I know takes such a stand. However, until society finds a more effective way of controlling criminals than by the use of a police force, society should control police activity by holding the police strictly accountable for the proper exercise of their power, but should not tie their hands to the extent that their effectiveness is critically impaired."

Chief Parker says he does not believe that the police service can afford either to ignore or trample upon civil rights, which are the priceless possession of a free people, and he hits the nail on the head with the following:

"The American people are noted for their sense of fair play. In various types of contests, rules are carefully laid out in advance and adherence required by impartial officials. In contradiction to this noble characteristic of the American people, the police are expected to enter a contest against criminal elements in which the rules governing the actions of the police are indistinct, ill-defined, vague and uncertain, and in which their adversaries recognize no rules whatsoever."

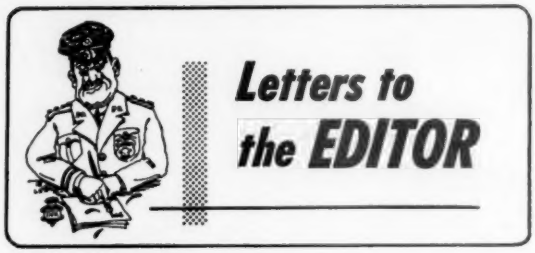
From time to time this writer has called attention to the inadequacy in our criminal statutes, weaknesses in various branches of our system of justice, and the fact that criminals are aided through these inadequacies and weaknesses. The appointment by the American Bar Foundation of a committee to survey criminal justice in the United States, and the naming of a committee by the IACP of which Don Leonard of Michigan is the chairman, to cooperate with the American Bar Foundation may lead to the correction of laws and procedures which have been destructive to the protection of society. Chief Parker is a member of the IACP committee. It is to be hoped that opinions such as expressed in this article in the March issue of *The Police Chief* will be weighed carefully by the American Bar Foundation committee and will bear fruit in removing some of the shackles from law enforcement.

U. S. Immigration Officers Graduate

Thirty-four officers of the Immigration and Naturalization Service recently completed the sixth class of the Service Officers Training School in Washington, D. C. Attorney General Herbert Brownell, Jr. and Immigration Commissioner Joseph M. Swing spoke at the class exercises.

Attorney General Brownell commended the veteran Service officers on their successful completion of their course of study undertaken to fit them for greater supervisory responsibilities. Through their increased knowledge, he said, they would supply even greater assurance of a just administration of the immigration and nationality laws upon return to their regular duty stations.

The Women Peace Officers Association of California reports 165 women peace officers from 25 states have expressed interest in planning and organizing a conference on the national level at the WPOA Conference in San Diego, May 21-23.



Port Of N. Y. Authority Program

In the March issue of *The Chief* I read an article on the training program of the Illinois State Police as recently revised. It brought to mind that there are several programs under way in the Police Division of The Port of New York Authority which may be of substantial interest to the field. These include:

1. Our Training Program which now fully covers Cadet, Recruit, In-Service, Specialized, Supervisory, and Command classes. Our Training Academy not only operates on a full-time basis under the command of Captain Fred Kaempf, an N. U. T. I. Grad, but has the special advantage, I believe found nowhere in the country, of a budget allocation of 23 police officers to provide field reliefs for persons in our constant in-service training program without depletion of field strength.

2. An Education Refund Program which though applicable to all Port Authority employees and now several years old, is being taken advantage of by increasing numbers of police personnel. This provides briefly, that a policeman, with the approval of his commanding officer, the superintendent of police, and the personnel director, may apply for participation in the program, and if accepted, may take university or other work that relates to his job as a policeman without cost. The officer is required to pay the tuition at the time he registers for such courses but upon successful completion the entire amount is refunded him by the Port Authority. Much interest has been stimulated in this area in the past year with the result that a great many of our policemen are now in the program, most of them working for two-year university diplomas in applied sciences, although some are working on four-year programs.

3. In December, after several months of planning, we instituted an entirely new disciplinary control program centering on field incident reports, and the handling of all formal cases by our newly created Board of Inquiry and Recommendation. The Board is patterned substantially after the Board of the same title which we developed in Seattle about ten years ago. It has produced several real advantages to us:

a. A sense of participation in disciplinary problems by police personnel,

b. A return to the Police Division of the handling of police disciplinary problems,

c. A strengthening of supervisory responsibility for discipline in the field, and

d. Numerous excellent recommendations concerning policy and procedure.

4. Probably the most significant of all is the development of a Police Division Inspection Program.

I believe this to be one of the most important developments in the municipal-state level in the police field in the country, and is one which I wish very much now I had the know-how to have initiated in Seattle.

It is designed to secure compliance with existing policy and procedure in the field, to discover areas of non-uniformity for correction, to determine personnel and equipment needs, and to assure my office of personnel integrity. It operates on a formal basis requiring one full week for the at-the-facility inspection and from two to six weeks for reports, conferences with facility managers and commanding officers, and resolving of points of issue.

The Port Authority Police Division is an excellent department and has a very high potential for the development and proving of new principles in the police field.

GEO D. EASTMAN
Superintendent of Police
The Port of New York
Authority

Forty Years of Service

After some 40 years of service as a peace officer with this department, I am retiring, effective March 31. I have held the position of chief for about 38 of these years, with the attendant trials and tribulations that go with this office. I think the time has come when I would like to take life a little easier in the years left to me.

Many honors have come my way in these long years, but I can safely say that the highlight of my career was the occasion on October 6, 1949 when I was selected to receive a life membership card certifying my 20 years affiliation with the IACP. This honor will always be one of my most cherished memories.

It is impossible for me to describe the help my membership in the IACP has given to me and I can only say that although I will be retired from active service, I shall always, in every way possible, continue to work for the benefit of all peace officers everywhere.

My Assistant Chief, J. H. Bisson, who has been associated with me for the past 30 years, has been named to succeed me, and I am sure he would like to join the Association.

Again thanking you and all my fellow members for all past favors and honors and wishing for each of you a bright and happy future,

J. E. REGISTER
Chief of Police
Brunswick, Georgia

A Tribute to Chief Register

Thank you very much for your invitation to join the ranks of the IACP. I enclose my application.

My 30 years association with Chief Register has been a wonderful experience. He is the type of man who is devoted to his duty, and to the welfare of his fellow man. His shoes will be hard to fill. This is illustrated by the fact that on his retirement a "Chief Register Day" was proclaimed by the Mayor. Stores closed, flags were displayed, a large parade was held and attended by people from all walks of life. Valuable gifts galore were presented to the Chief, editorials dedicated to him appeared in papers throughout the state, and our neighboring city of Jacksonville, Fla., covered the events with a tri-state telecast. No man could close his career with more honor and appreciation shown him than Chief Register.

I know I have been remiss in not joining the IACP before now. For many years I have been very active in the Peace Officers Association of Georgia, now serving my third term as elected first vice president of the Association and thus have had little time for other such work.

Again thanking you for your invitation and trusting that I may become an active and useful member,

J. H. BISSON
Chief of Police
Brunswick, Georgia

Plan School For Chicago Traffic Violators

Chicago's traffic law breakers—drivers who do not understand the laws of safe driving, or because of physical or mental reasons cannot obey traffic rules—are going to be given special training in the Municipal Courts new Traffic Law Violators' School now being formed.

"We know from experience that many drivers don't know the rules of safe driving," said Chief Justice Raymond P. Drymalski, in discussing the project. "We aim to teach them these rules in our new school. If they can't learn, or refuse to learn, we will then ask that they be ruled off the road. Too many lives are at stake to pamper such drivers."

Chief Drymalski has appointed Arthur L. Conrad to direct the school and to conduct other traffic safety education projects for the court. Mr. Conrad, who is a lawyer and holds a master's degree in education, is now in the process of organizing the school. He has visited New York, St. Louis, Detroit, Washington, D. C., and other cities which have similar training programs.

Judge Drymalski explained that the new court traffic school has been planned as an integral part of Chicago's new traffic center. Judges sitting in the Traffic Court may send violators to the school in lieu of a fine, or as an additional penalty.

"Traffic violators assigned to the school by judges will be required to complete the prescribed course successfully, and to pass an examination," Judge Drymalski said. "If they fail to attend or pass the exam, judges may then recommend to the secretary of state that their driving privileges be suspended or revoked."

New ITE Executive Named

David M. Baldwin has been appointed executive secretary of the Institute of Traffic Engineers, succeeding M. M. Todd, who has resigned. Mr. Baldwin was formerly director of the Traffic Division of the National Safety Council.

First task confronting the new executive will be to engineer the move of the Institute's offices from New Haven, Conn., to permanent headquarters at 2029 K Street, N. W., Washington, D. C., about June 1.

(Officers and members of police organizations are invited to inform IACP Headquarters of their annual meetings so that they may be listed in this column. Information should include dates and place, with name of headquarters hotel.)

May 7-8—North Central regional meeting, IACP State and Provincial Section, Abraham Lincoln Hotel, Springfield, Ill.

May 10-12—Washington Association of Chiefs of Police, Marcus Whitman Hotel, Walla Walla, Wash.

May 16-17—North Atlantic regional meeting, IACP State and Provincial Section, Grossinger's Hotel, Grossinger, N. Y.

May 21-23—Peace Officers Association of State of California, U. S. Grant Hotel, San Diego, Calif.

Jun. 4-6—Second Annual Convention, Mississippi Law Enforcement Officers' Association, Biloxi, Miss.

June 6-8—Arkansas Peace Officers Association, Marion Hotel, Little Rock, Ark.

Jun. 10-12—24th Annual Convention, Alabama Sheriffs' and Peace Officers' Association, Russell Erskine Hotel, Huntsville, Ala.

Jun. 11-13—Texas Police Association Conference, Fort Worth, Texas.

Jun. 11-14—Police Conference, State of New York, Grossingers Hotel, Grossingers, N. Y.

Jun. 14-16—Washington State Sheriffs Association, Monte Cristo Hotel, Everett, Wash.

June 18-19—Minnesota Police & Peace Officers Association, St. Paul, Minn.

Jun. 18-20—New Jersey State Association of Chiefs of Police, Hotel Monmouth, Spring Lake, N. J.

June 18-20—Kentucky Peace Officers Association, Seelbach Hotel, Louisville, Ky.

Jun. 18-20—National Sheriffs' Association, Sheraton-Mayflower Hotel, Akron, Ohio.

June 18-22—Fourth Annual Conference, National Conference of Police Associations, Commodore Hotel, New York, N. Y.

Jun. 21-22—East North Central regional meeting, IACP State and Provincial Section, Royal York Hotel, Toronto, Ont.

Jul. 16-19—27th Annual Convention, Florida Peace Officers' Association, Princess Issena Hotel, Daytona Beach, Fla.

Jul. 22-25—Pennsylvania Chiefs of Police Association, William Penn Hotel, Pittsburgh, Pa.

Jul. 23-26—56th Annual Conference, New York State Association of Chiefs of Police, Mark Twain Hotel, Elmira, N. Y.

Aug. 9-11—Montana Police Protective Association, Livingston, Mont.

Aug. 15-17—Police Association of Ontario, LaSalle Hotel, Kingston, Ontario, Canada.

Aug. 25-26—11th Annual Meeting, Parole and Probation Compact Administrators, Hotel Statler, Los Angeles, Calif.

Aug. 27-31—86th Annual Congress of Correction, Hotel Statler, Los Angeles, Calif.

Sept. 6-8—Wisconsin Chiefs of Police Association, Kenosha, Wis.

Sept. 9-11—New Mexico Sheriffs and Police Association, Silver City, N. M.

Sept. 9-13—International Association of Chiefs of Police, 63rd Annual Conference, Conrad Hilton Hotel, Chicago,

Sept. 17-20—International Municipal Signal Association, 61st Annual Convention, Cosmopolitan Hotel, Denver, Colo.

Sept. 27-28—Virginia Association of Chiefs of Police, Hotel Roanoke, Roanoke, Va.

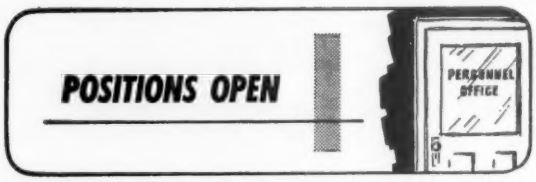
Oct. 8-9—Iowa State Policemen's Association, 24th Annual Convention, Hotel Martin, Sioux City, Iowa.

Oct. 17-18—Iowa Association of Chiefs of Police & Peace Officers, Russell Lamson Hotel, Waterloo, Iowa.

Oct. 22-26—National Safety Congress & Exposition, Conrad Hilton Hotel, Chicago.

Oct. 23-24—56th Annual Convention, Georgia Peace Officers' Association, DeSoto Hotel, Savannah, Ga.

Jan. 9-10—Illinois Association of Chiefs of Police, Annual Meeting, Hotel Orlando, Decatur, Illinois.



Chief of Police. Lovington, New Mexico. Population 12,000. Apply, giving full information on training and experience, to James W. Harrison, City Manager, City Hall, Lovington, N. M.

Chief of Police. Roseburg, Oregon. Age 35-55, with good background of police administration and operation. Salary from $415, depending upon qualifications. Apply City Manager, City Hall, Roseburg, Ore.

Chief of Police. Anchorage, Alaska. Population 30,000. City Manager invites applications from qualified candidates who have five years of supervisory experience in municipal law enforcement. Salary, $854 to $947 per month. Applications must be submitted by May 31, 1956, to George C. Shannon, City Manager, Box 400, Anchorage Alaska.

Electro-Matic Master equipment, used to coordinate various types of traffic signal systems, is now in use or soon to be installed in Atlanta, Baltimore, Chattanooga, Denver, Fort Wayne, Houston, Los Angeles, Mobile, New Orleans, Philadelphia, San Antonio, San Diego, Vallejo (Calif.), and Winston-Salem. The equipment is manufactured by the Automatic Signal Division of Eastern Industries, Inc., in East Norwalk, Conn.

By 1960 the state of New York will complete conversion of stop signs from black-on-yellow to white-on-red. The State Traffic Commission recently adopted the red stop signs to conform with national standards, directing that one-fourth of the existing stop signs be replaced each year for the next four years.

(Officials in charge of police training courses are invited to list scheduled schools in this column.)

May 13—Six-day Institute on Police-Community Relations, Department of Police Administration, Michigan State University, East Lansing, Mich.

May 14-18—Third Annual Southwestern Homicide Investigators Seminar, University of Oklahoma School of Medicine, Oklahoma City, Okla.

May 30—Four-week Basic Police Training Course, Texas A&M College, College Station, Texas.

June 1—Deadline for applying for 1956-57 Traffic Police Administration Training Program, The Traffic Institute, Evanston, Ill.

Jun. 4—One-week course for Fleet Supervisors, Traffic Institute, Evanston, Ill.

June 11—Ten-week Juvenile Officers' Institute, University of Minnesota, Mineapolis 14, Minn.

Jun. 11—Three-week course in Motor Vehicle Traffic Control (for U. S. Air Force), Traffic Institute, Evanston, Ill.

Jun. 18—Six-day Institute on Science in Law Enforcement, Western Reserve University, Cleveland 6, Ohio.

June 18—Summer session, Keeler Polygraph Institute, Chicago, Ill.

Jun. 21—Two-day Northwest regional conference for graduates of the Traffic Institute's TPA Training Program, Vancouver, B. C., Canada.

Aug. 6—11-day Course in Criminal Law for Police Officers, Texas A&M College, College Station, Texas.

Sept. 10—Four-week Basic Police Training Course, Texas A&M College, College Station, Texas.

Sept. 10—Twelve-week Delinquency Control Institute, University of Southern California, Los Angeles 7, Calif.

Sept. 17—Three-week Unit No. 2 of AAMVA Driver License Administration Training Program, Administration of License Examining. Traffic Institute, Evanston, Ill.

Sept. 17—Fall 1956 Term, Southern Police Institute, University of Louisville, Louisville, Ky.

Sept. 17—Fall session, Keeler Polygraph Institute, Chicago, Ill.

Sept. 20—Opening of 1956-57 Traffic Police Administration Training Program, Traffic Institute, Northwestern University, Evanston, Ill.

Sept. 24—Three-week course in Fundamentals of Police Traffic Supervision, Traffic Institute, Evanston, Ill.

Oct. 8—Three-week course in Accident Investigation, Traffic Institute, Evanston, Ill.

Oct. 15—One-week Traffic Court Conference, School of Law, Northwestern University, Chicago (conducted with American Bar Association).

Oct. 15—Four-week course in Motor Vehicle Safety and Traffic Regulations (For Army), Traffic Institute, Evanston, Ill.

Oct. 22—Three-week course in Traffic Law Enforcement, Traffic Institute, Evanston, Ill.

Oct. 31—Three-day Traffic Safety Clinic for Newspapermen, Traffic Institute, Evanston, Ill.

Nov. 5—Two and one-half week course in Traffic Law for Police, Traffic Institute, Evanston, Ill.

Nov. 12—Two-week course in Traffic Control Devices and Methods for Police, Traffic Institute, Evanston, Ill.

Nov. 26—Two-week course in Supervision of Police Personnel, Traffic Institute, Evanston, Ill.

Nov. 26—Three-week course in Traffic Law for Police, Traffic Institute, Evanston, Ill.

Nov. 26—Five-day seminar, Law Enforcement Photography, Eastman Kodak Company, Rochester, N. Y.

Dec. 17—One-week course in Chemical Tests for Intoxication, Traffic Institute, Evanston, Ill.

Jan. 7—Mid-Winter Seminar, Delinquent Youth and Society, Southern Police Institute, University of Louisville, Louisville, Ky.

Jan. 28—Mid-Winter Seminar, Police Administration, Southern Police Institute, University of Louisville, Louisville, Ky.

Feb. 11—Mid-Winter Seminar, Police Records and Communications, Southern Police Institute, University of Louisville, Louisville, Ky.

Mar. 4—Mid-Winter Seminar, Scientific Crime Investigation, Southern Police Institute, University of Louisville, Louisville, Ky.

Mid-Winter Seminars Announced

The Southern Police Institute, University of Louisville, Louisville, Kentucky, has completed schedule of its 1957 Mid-Winter Seminars, for which enrollment application may now be made. Enrollment is limited to 30 law enforcement officers on active duty.

The schedule is: Delinquent Youth and Society, Jan. 7—Jan. 18: Police Administration, Jan. 28—Feb. 8; Police Records and Communications, Feb. 11—Feb. 22; Scientific Crime Investigation, Mar. 4—Mar. 15.

Tuition fee is $150, including dormitory room, or $125 without room.

Requests for further information and applications should be directed to David A. McCandless, Director, Southern Police Institute, University of Louisville, Louisville 8, Ky.

Traffic deaths in February equalled the all-time high for that month, the National Safety Council has reported.

The Council said 2,630 persons died in traffic accidents in February, approximately the same number as in February of 1952 and 1941.

The February traffic death toll was 16 per cent greater than for the corresponding month last year—the largest monthly percentage increase since June, 1951. However, the Council pointed out that the

extra day in February this year accounted for some of the increase.

For the first two months of 1956, deaths totaled 5,590—500 more than in the first two months of 1955—for an increase of 10 per cent.

"February was the 12th month in a row to show more deaths than the same month of the preceding year," said Ned H. Dearborn, Council president.

"Deaths are now going up faster than the increase in travel, so the only conclusion is that people are driving more carelessly."

Despite the sharp February increase, 16 of 48 reporting states had fewer deaths than in the previous February, while three showed no change.

For the two months, 17 states had decreases, and two no change. The states with two-month decreases were:

Rhode Island	−54%
Minnesota	−44%
North Dakota	−36%
Montana	−31%
South Dakota	−21%
Kentucky	−17%
South Carolina	−17%
Maine	−16%
Utah	−16%
Illinois	−12%
Nebraska	−10%
Connecticut	− 7%
Nevada	− 7%
Oklahoma	− 5%
Texas	− 4%
Maryland	− 4%
Tennessee	− 2%

Among 569 reporting cities, 129 had fewer deaths during the first two months of this year than last year. Of these, the following have populations of more than 200,000:

Miami, Fla.	−88%
Minneapolis, Minn.	−70%
Providence, R. I.	−67%
Dallas, Tex.	−60%
Buffalo, N. Y.	−45%
Rochester, N. Y.	−40%
Cincinnati, Ohio	−33%
Tampa, Fla.	−33%
St. Paul, Minn.	−29%
Dayton, Ohio	−25%
Atlanta, Ga.	−22%
Boston, Mass.	−21%
Toledo, Ohio	−20%
Chicago, Ill.	−18%
San Antonio, Tex.	−11%
Baltimore, Md.	−10%
Birmingham, Ala.	−10%
Houston, Tex.	− 6%

For February, 421 of the 569 cities had perfect records. The three largest were Dallas, Tex. (551,200); Akron, Ohio (274,600), and Omaha, Neb. (251,100).

At the end of two months, 331 of the cities still had perfect records, the three largest being Flint, Mich. (163,100); Arlington, Va. (135,400), and Erie, Pa. (130,800).

The three leading cities in each population group at the end of two months, ranked according to the number of deaths per 10,000 registered vehicles, were:

Over 1,000,000 Population	
Chicago, Ill.	3.2
Los Angeles, Calif	3.4
Detroit, Mich.	3.9
750,000 to 1,000,000 Population	
San Francisco, Calif.	2.6
Boston, Mass.	3.6
Cleveland, Ohio	3.7
500,000 to 750,000 Population	
Dallas, Tex.	0.5
Minneapolis, Minn.	0.8
Buffalo, N. Y.	1.6
350,000 to 500,000 Population	
Denver, Colo.	1.4
Indianapolis, Ind.	1.9
Columbus, Ohio	2.5
200,000 to 350,000 Population	
Miami, Fla.	0.3
Providence, R. I.	0.6
Norfolk, Va.	0.7
100,000 to 200,000 Population	
Flint, Mich.	0.0
Fresno, Calif.	0.0
Kansas City, Kan.	0.0
50,000 to 100,000 Population	
Albuquerque, N. M.	0.0
Pontiac, Mich.	0.0
Madison, Wis.	0.0
25,000 to 50,000 Population	
Pensacola, Fla.	0.0
Battle Creek, Mich.	0.0
Boise, Idaho	0.0
10,000 to 25,000 Population	
Birmingham, Mich.	0.0
Casper, Wyo.	0.0
Culver City, Calif.	0.0

INDEX TO ADVERTISERS

American District Telegraph Co.	23
The W. H. Anderson Company	27
V. H. Blackinton & Co., Inc.	36
Geo. F. Cake Co.	27
Chevrolet Division, General Motors Corp.	7
W. S. Darley & Co.	25
A. Dubois and Son, Inc.	15
Faurot, Inc. (Dondero)	9
Federal Laboratories, Inc.	35
General Motors Corporation (Chevrolet Div.)	7
Graflex, Inc.	21
Charles Greenblatt	28
Institute of Applied Science	19
Metcalf Bros. & Co., Inc.	11
Miles Reproducer Co., Inc.	20
Motorola Communication & Electronics	2
Nielsen-Rionda, Inc.	28
Rolatape, Inc.	25
Wm. Simpson, Sons & Co., Inc.	23
Sirchie Finger Print Laboratories	17
The Sireno Company, Inc.	26
Charles C Thomas Publisher	13
Wentworth-Forman Co., Inc.	26

THE *New* FLETCHER *Universal* GUN HOLDER LOCK

FOR POLICE CARS

The NEW Fletcher Gun Holder has been designed to permit police a Safe and Practical method for locking their gun in a ready-to-use position on their car. This Unit can be adjusted to hold all types of Shotguns, Rifles and Submachine Guns. The Fletcher Gun Holder is equipped with a paracentric key lock.

The Gun cannot be removed until the lock is opened with the proper key. For immediate use, the automatic release permits the driver, or assisting officer, to have the Gun ready for instant action. The Holder is easily installed and comes complete with locking holder, gun butt socket for the car floor, and a steel mounting bracket.

The NEW Fletcher Gun Holder is constructed of durable aluminum alloy with steel and brass fittings, and includes a nationally advertised pin tumbler lock. Has baked, wrinkle-finished black enamel with thick felt protector for gun contact. All metal parts are rust-proof. Write for prices and descriptive circular No. FGH-51. No obligation.

FEDERAL (Visible) TEAR GAS

SAFE

DEPENDABLE

NON-EXPLOSIVE

Federal 1½" Caliber Gas Gun

1½" Cal. SHELLS AND CARTRIDGES

SPEDEHEAT PROJECTILE

SHORT RANGE GAS CARTRIDGE or PARACHUTE FLARE SHELL

FLITE-RITE PROJECTILE

Federal Tear Gas Products have been used by law Enforcement Agencies for more than 30 years. They have found that Gas provides a practical and safe method for driving criminals and insane persons into the open, from their barricade locations. The Federal 1½" Caliber Gas Gun, combined with the Flite-Rite Gas Projectile, are recommended for these dangerous drive-out assignments and arrest.

The Spedeheat Projectile also Triple-Chaser and Jumbo Spedeheat Grenades, are available for dispersing unruly groups, with VISIBLE Federal Gas.

OTHER FEDERAL PRODUCTS include Gas Masks, Colts Revolvers, Submachine Guns, Rifles, Shotguns, Ammunition, Friskers, Billies, Handcuffs, Leg-irons, Spot-lights, Fingerprint Equipment and numerous other Specialized Law Enforcement equipment and products.

Triple-Chaser Gas Grenade

WRITE FOR LITERATURE AND PRICES ON THESE ITEMS—NO OBLIGATION

FEDERAL LABORATORIES, INC.

Specialists in Scientific Law Enforcement and Protective Equipment

(CABLE ADDRESS—FEDERALLAB) SALTSBURG, PENNSYLVANIA

HANDSOME

MINIATURE

OR REGULATION SIZE BADGES

SEE YOUR

BLACKINTON DEALER

HERE'S A BADGE YOU CAN

POLISH

POLISH

POLISH

Hi-Glo

THIS BADGE WILL MAKE YOU THINK TWICE BEFORE ORDERING ORDINARY GOLD BADGES

Why . . . Because this new **HI-GLO** Badge is different. It is made from an entirely new material—a rich looking golden metal that is solid gold color throughout. That's why you can polish a **HI-GLO** badge for a lifetime. Every **HI-GLO** badge will have deluxe enamel lettering and a ruby colored stone set in the eye of the eagle. (Stone optional at extra charge.) You can see, the new **HI-GLO** badges will be something special, a distinctive badge for those who want the very finest gold color badge.

Your Blackinton equipment supplier has samples of the new HI-GLO badge. Ask him for more information.

BLACKINTON

V. H. BLACKINTON & CO., INC., ATTLEBORO FALLS, MASS.